

# THE COMMERCIAL FINANCIAL CHRONICLE

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 46.

SATURDAY, MARCH 31, 1888.

NO. 1,188.

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## The Chronicle.

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These prices include the INVESTORS' SUPPLEMENT, of 120 pages issued once in two months, and furnished without extra charge to subscribers of the CHRONICLE.

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A file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 00.

### London Agents:

Messrs EDWARDS & SMITH, 1 Drapers' Gardens, E. C., who will take subscriptions and advertisements and supply single copies of the paper at 1s. each.

WILLIAM B. DANA, { WILLIAM B. DANA & Co., Publishers,  
JOHN G. FLOYD, } 102 William Street, NEW YORK.  
POST OFFICE BOX 958.

### CLEARING HOUSE RETURNS.

The exhibit of exchanges for the week ending March 24 is in some respects the most favorable we have had for some months. For the first time since the opening of the new year the total at New York and the aggregate for all the other cities both record gains over the corresponding period of 1887; but the better result at New York is, in the main, due to the fact that Stock Exchange transactions were somewhat heavier this year than they were for the same week a year ago. Compared with last week there is, of course, an enormous increase shown by the current figures, and this is explained by the interruption to business the previous week, for which the severe storm was responsible. In the agricultural districts cold and wet weather have delayed preparations for the crops.

Instituting comparison with the similar week of last year, we find that twenty-one out of the thirty-five cities embraced in our table record gains, the most important being at Springfield, 50·7 per cent; Norfolk, 38·0; Indianapolis, 33·9; Detroit, 28·2; Grand Rapids, 27·3, and Hartford, 21 per cent. There are several points at which the percentage of loss is quite heavy, and in this respect Wichita leads with 58·7, followed by Galveston 31·8 and St. Joseph 26·2 per cent.

New York Stock Exchange share dealings for the week reach a market value of \$73,546,000, against \$59,150,000 a year ago. Making our usual deduction of two and a half times these values from the New York totals, there remains \$398,408,280 and \$393,860,395 respectively in the two years ascribable to other business, or an increase of 1·2 per cent,

	Week Ending March 24.			Week Endg Mar. 17.	
	1888.	1887.	P. Cent.	1888.	P. Cent.
<b>New York</b> .....	\$582,735,280	541,735,395	+7·5	392,862,229	-87·5
<b>Sales of—</b>					
<b>(Stocks—shares)</b> .....	(1,410,206)	(1,107,431)	(+27·3)	(513,188)	(-02 8)
<b>(Bonds—debts)</b> .....	(880,100)	(674,700)	(+29·8)	(262,100)	(-52 2)
<b>(Grain—bushels)</b> .....	(54,017,285)	(27,861,000)	(+93·9)	(17,102,225)	(-66·2)
<b>(Petroleum—bbls.)</b> .....	(25,059,000)	(11,146,000)	(+130·2)	(9,444,000)	(+93 9)
<b>Boston</b> .....	87,636,230	79,475,691	+10·4	64,104,369	-28·1
<b>Providence</b> .....	4,692,600	4,289,200	+9·7	3,745,190	-11·9
<b>Hartford</b> .....	1,126,328	1,450,891	+21·0	984,981	-16·8
<b>New Haven</b> .....	1,125,953	1,040,500	+8·2	915,200	-45·4
<b>Portland</b> .....	80,392	776,540	+3·6	741,873	-14·4
<b>Worcester</b> .....	1,033,437	896,852	+19·2	884,043	-7·6
<b>Springfield</b> .....	1,164,071	772,380	+50·7	755,309	-23·8
<b>Lowell</b> .....	5,9,401	519,050	+7·6	545,158	-6·2
<b>Total New England</b> .....	98,689,020	89,048,888	+10·8	72,671,942	-27·3
<b>Philadelphia</b> .....	59,278,370	58,541,248	+1·3	45,622,657	-27·8
<b>Pittsburg</b> .....	1,951,151	8,879,615	+12·1	9,219,177	+9·5
<b>Baltimore</b> .....	11,760,381	12,465,215	+5·7	9,781,327	-22·4
<b>Total Middle</b> .....	80,889,956	79,886,078	+1·4	64,923,161	-23·2
<b>Chicago</b> .....	53,150,451	50,304,409	+5·7	55,124,505	+5·7
<b>Cincinnati</b> .....	8,859,250	10,823,000	-18·2	9,272,900	-13·8
<b>Milwaukee</b> .....	3,570,963	3,879,734	-8·7	3,359,077	-3·4
<b>Detroit</b> .....	3,085,895	3,011,200	+2·2	4,055,520	+30·6
<b>Indianapolis</b> .....	1,888,538	1,410,078	+33·9	1,506,769	+11·6
<b>Cleveland</b> .....	2,942,442	2,69,152	+10·2	2,916,224	+9·4
<b>Columbus</b> .....	2,186,236	1,970,156	+11·0	2,178,243	+10·1
<b>Peoria</b> .....	1,265,264	1,008,741	+18·4	1,190,540	+16·2
<b>Omaha</b> .....	2,540,321	2,733,577	-8·4	2,834,775	+15·3
<b>Minneapolis</b> .....	3,120,112	3,211,135	+3·0	3,017,500	-5·8
<b>St. Paul</b> .....	2,896,881	2,906,200	-3·7	2,917,358	+0·7
<b>Grand Rapids</b> .....	3,025,929	3,481,482	-13·1	3,171,292	-10·8
<b>Wichita</b> .....	651,645	510,904	+27·3	705,769	+45·8
<b>Duluth</b> .....	1,664,145	1,519,585	+58·7	607,340	-66·0
<b>Topeka</b> .....	205,156	.....	.....	1,201,904	.....
<b>Total Western</b> .....	90,149,078	88,492,488	+1·9	83,214,543	+1·2
<b>St. Louis</b> .....	16,785,130	16,038,801	+4·6	17,052,823	-1·1
<b>St. Joseph</b> .....	1,138,340	1,543,197	-26·2	1,293,972	-25·7
<b>New Orleans</b> .....	8,481,380	10,984,177	-23·7	9,459,841	-21·2
<b>Memphis</b> .....	4,112,112	4,439,050	-8·0	5,200,890	+18·9
<b>Kansas City</b> .....	6,533,290	7,136,955	-8·5	7,058,130	-9·1
<b>Memphis</b> .....	1,780,970	2,019,341	-11·8	2,038,856	+32·5
<b>Galveston</b> .....	735,423	1,077,902	-31·8	731,969	-12·9
<b>Norfolk</b> .....	815,183	590,706	+38·0	788,698	+17·2
<b>Total Southern</b> .....	40,789,400	43,647,215	-6·5	44,256,968	-6·2
<b>San Francisco</b> .....	12,608,183	13,381,631	-5·8	15,807,200	+13·1
<b>Total all</b> .....	905,479,772	856,191,688	+5·8	683,244,019	-29·2
<b>Outside New York</b> .....	323,204,492	314,456,203	+4·8	390,461,820	-13·9

\* Not included in totals.

Our usual five-day telegraphic returns of exchanges have been received this evening and are given below. At some points the figures cover only four days in consequence of the observance of Good Friday. In comparison with the similar period of last year there is a loss in the aggregate of 14·5 per cent. On the basis of these telegraphic returns the estimate for the full week ended March 31 would seem to point to a falling off compared with 1887 of about 15·6 per cent. Messrs. R. G. Dun & Co. report the number of failures for the week ended to-night as 221 (179 in the United States and 42 in Canada), against 243 last week and 223 for the same week of last year.

Returns by Telegraph.	Week Ending March 31.			Week Endg Mar. 24	
	1888.	1887.	P. Cent.	1888.	P. Cent.
<b>New York</b> .....	478,570,993	549,675,931	-12·9	479,083,177	+5·3
<b>Sales of Stock (shares)</b> .....	(1,908,622)	(1,721,331)	(-20·5)	(1,150,023)	(+41·0)
<b>Boston</b> .....	59,046,636	74,800,435	-20·0	75,051,754	+12·8
<b>Philadelphia</b> .....	33,161,114	48,478,678	-31·6	50,211,628	+2·0
<b>Baltimore</b> .....	7,340,543	9,984,420	-20·9	10,059,881	-2·6
<b>Chicago</b> .....	39,778,000	42,887,000	-7·2	45,000,000	+0·9
<b>St. Louis</b> .....	12,752,069	12,890,949	-1·1	14,320,623	+5·7
<b>New Orleans</b> .....	6,571,875	7,240,285	-9·3	7,610,567	-27·9
<b>Total, 5 days</b> .....	638,190,746	744,037,700	-14·1	680,761,410	+5·3
<b>Estimated 1 day</b> .....	135,674,629	189,989,160	-28·6	139,000,000	+13·1
<b>Total full week</b> .....	773,797,129	936,028,600	-17·	819,761,410	+6·6
<b>Balance Country*</b> .....	93,468,149	92,016,617	+1·1	85,718,362	-1·5
<b>Total week, all</b> .....	867,265,278	1,028,043,477	-15·	103,459,272	+5·8

\* For the full week, based on last week's returns.

## THE FINANCIAL SITUATION.

Money on call, as represented by bankers' balances, has shown a hardening tendency this week. This though has been in great part due to the fact that the Good Friday holiday made it necessary for borrowers to provide on Thursday for accommodation until Monday. Other influences likewise contributed to the change. Among these may be noted the continued outflow of currency to the interior and into the Treasury; also the sharp decline in certain stocks which has been a feature of the week and which induced increased caution, while some of the banks were temporarily out of the market as lenders preparatory to the demands for the first of April settlements. The week's range was 6 and  $1\frac{1}{2}$  per cent, the first named rate being recorded on Thursday and the latter early in the week; but each day large amounts were loaned at 2 per cent and comparatively little at the extremes, so that the average has not been much, if any, above  $2\frac{1}{2}$  per cent, even on Thursday not being over 3 per cent. With the first of April the Government disbursements for interest reach about  $7\frac{1}{2}$  million dollars; as two-thirds of this amount, or more, usually passes through the banks at this centre, this disbursement ought to afford some relief to the money market, restoring in part the loss in reserve which the drain into the Treasury during recent weeks has caused. The permanency of the relief must of course depend on subsequent Treasury disbursements and on a cessation of the shipments to the interior, many seeming to think that this latter outflow is near an end, though the high rates for money in nearly all interior cities hardly encourage that belief. It is reported that time loans have been made by some of the trust companies at  $4\frac{1}{2}$  per cent for the remainder of the year on prime security, and loans have been offered at 4 per cent on the same class of collateral for from sixty days to six months. This business is chiefly done, however, by out-of-town banks and other institutions. The most of our city banks are doing nothing on time below 6 per cent, having an urgent inquiry from their mercantile customers for all the money they can spare. We hear, however, of a few cases in which our banks have loaned money at  $5\frac{1}{2}$  per cent, taking commercial paper as collateral. Commercial paper is reported quiet and not in over supply, but more liberal offerings are expected after the first of April. Rates are  $5\frac{1}{2}$  per cent for sixty to ninety days endorsed bills receivable;  $5\frac{1}{2} @ 6$  per cent for four months' acceptances and  $6 @ 7$  per cent for good single names, having from four to six months to run.

The cable reports discounts of sixty day to three months bank bills in London at  $1\frac{1}{2} @ 1\frac{1}{2}$  per cent. At Paris and at Berlin the open market rate is 2 per cent, while at Frankfort it is  $2\frac{1}{2}$  per cent. Low rates at London and these higher rates on the Continent have led to a revival of the German demand on the Bank of England for gold. A private cable to us shows that the movement in that direction has been large this week. That is to say, the loss of bullion by the Bank of England, which is reported at £548,000, we thus learn was made up by a shipment to Germany and Holland of £316,000, and by a shipment to the interior of Great Britain of £343,000 and by an import from Australia of £111,000. The important financial feature of the week has been the very satisfactory presentation by Mr. Goschen of the English budget, showing a surplus of £2,165,000, the largest since 1874, and leaving the Treasury with a balance of £7,438,000, which large balance will greatly facilitate the conversion of the debt, enabling the government to pay off freely any

holder of consols who may prefer to be paid. Probably this very circumstance of abundant means to pay with, has helped to keep consols above par; of course so long as that fact continues, no one will desire to be paid, for more can be secured by selling.

Our foreign exchange market has been dull and gradually growing easier this week, and while there has been no change in the nominal rates, the absence of demand and some offerings of bankers' bills drawn against securities bought here for European account, have tended to reduce fractionally the rates for actual business. Commercial bills continue scarce, and command good prices. There was an export of \$300,000 in gold bars this week to Germany, but this was a special transaction, and not an exchange operation. Bankers do not look for gold shipments in any great volume this spring, unless money should further advance abroad.

In the railroad world the feature of most importance just now is the almost general falling off in gross earnings for current weeks as compared with the same time last year. The reasons for this, however, are obvious, and have been repeatedly set out in these columns. The latest figures cover the third week of March, and in that period of course eastern roads were still suffering from the effects of the storm of March 12. In the West, on the other hand, the rate war has operated to reduce earnings. The strike on the Burlington & Quincy has had the same effect with some roads, notably the Denver and Rio Grande, which has suffered from the inability to interchange traffic with the Burlington. But the circumstance of most general importance is the fact that last year merchants and shippers were rushing freight forward in anticipation of higher rates under the operation of the Inter-State law. This increased earnings so much that March, 1887, has ever since been regarded as the banner month in that respect, and it is with these heavy and exceptional totals that comparison is now made. We presume at the same time there has been some loss this year as the result of a less active state of general business. That is really the only particular in which the decrease is of any consequence, for the other causes are merely temporary and transient. It is proper to say that from the South the exhibits are pretty generally quite good, except where the Inter-State law played an important part in increasing earnings last year, and even in such cases the falling off now is insignificant as a rule. But there is considerable industrial development in progress in the Southern States.

As regards net earnings the results continue quite irregular. For February a good many companies have reported, and of these Northern Pacific, Canadian Pacific and Oregon Navigation have done exceptionally well, while a number of other companies also show increased net. On the other hand the Pennsylvania, the Ohio & Mississippi, the Cin. Ind. St. Louis & Chicago, the Reading, the Northern Central and some minor roads report diminished net. The Reading exhibit of course is very bad, but everybody knows the reason. In most of the other cases the loss follows chiefly from higher expenses, and it is impossible to say how far these higher expenses are due to an increased cost of operating and how far to extra amounts spent for renewals, repairs and betterments. On the Pennsylvania it would seem as if considerable prominence would have to be assigned to the latter phase of the question, as the company reports an augmentation of \$412,541 in expenses for the month on earnings increased \$390,667. The Pennsylvania being such a prominent system, we give its results below for a series of years.

LINES EAST OF PITTSBURG.	1888.	1887.	1886.	1885.	1884.	1883.
February.	\$	\$	\$	\$	\$	\$
Gross earnings.....	4,379,455	3,988,788	3,549,475	3,075,700	3,426,733	3,712,215
Operat'g expenses.....	3,021,172	2,608,631	2,381,871	2,245,211	2,302,154	2,975,531
Net earnings.....	1,358,283	1,389,157	1,267,604	830,489	1,124,570	1,338,694
Western lines.....	-123,529	+3,475	-55,102	-205,180	-145,088	-98,538
Result.....	1,234,754	1,388,632	1,212,502	625,309	978,893	1,259,156
Jan. 1 to Mar. 1.						
Gross earnings.....	5,573,433	7,940,559	6,071,011	6,353,922	7,000,968	7,641,572
Operat'g expenses.....	6,209,230	5,246,051	4,751,508	4,532,159	4,710,251	4,833,820
Net earnings.....	2,364,203	2,594,508	2,219,145	1,831,083	2,290,715	2,807,752
Western lines.....	-63,019	+158,428	-188,739	-247,987	-256,271	+123,274
Result.....	2,301,184	2,752,934	2,030,356	1,573,076	2,034,144	2,931,026

This shows what a prominent feature the increase in expenses has been on this system. As compared with 1886, the augmentation for February is nearly three-quarters of a million dollars, and for the two months it is nearly a million and a half.

The stock market this week has been demoralized and lower. The Gould properties have shown considerable firmness, but the grangers and the coal properties have been very weak, with the result of carrying down the whole list. Among the active stocks, Reading and Burlington & Quincy have both declined about five points, while some of the inactive specialties have declined still more. Vigorous assaults on the part of operators for lower prices are chiefly responsible for this demoralization, but the opportunity came from continued unfavorable developments in the general situation. Thus the action of Congress has been far from encouraging, the rate war in the Northwest has not yet been settled up (though some of the companies have advanced rates according to agreement), the Burlington & Quincy has been further embarrassed by the strike of the switchmen, both on its road and the St. Paul, Reading makes a bad exhibit for February, while railroad earnings generally are falling off. Of course the most of these are temporary in their nature, but for the time being they exert an adverse effect.

The following statement, made up from returns collected by us, shows the week's receipts and shipments of currency and gold by the New York banks.

Week ending March 30, 1888.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.....	\$1,811,000	\$2,355,000	Loss. \$444,000
Gold.....	.....	1,310,000	Loss. 1,310,000
Total gold and legal tenders.....	\$1,811,000	\$3,565,000	Loss. \$1,754,000

In addition to this movement the banks have lost \$2,000,000 through the operations of the Sub-Treasury and by gold exports. Adding that to the above, we have the following, which should indicate the total loss to the New York Clearing House banks for the week covered by the bank statement to be issued to-day.

Week ending March 30, 1888.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,811,000	\$3,565,000	Loss. \$1,754,000
Sub-Treasury operations.....	5,000,000	7,000,000	Loss. 2,000,000
Total gold and legal tenders....	\$7,411,000	\$11,165,000	Loss. \$3,754,000

The subjoined table shows the amount of bullion in the principal European banks this week, and at the corresponding date last year.

Banks of	March 29, 1888.			March 31, 1887.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
	£	£	£	£	£	£
England.....	22,913,014	.....	22,913,014	24,770,532	.....	24,770,532
France.....	44,634,967	17,880,001	62,511,868	47,796,402	10,073,834	58,875,233
Germany.....*	22,484,720	19,939,280	42,424,000	19,689,850	17,458,150	37,145,000
Aust.-Hung'y.	6,258,000	14,590,000	20,854,000	6,336,000	13,930,000	20,286,000
Netherlands.....	4,491,000	8,337,000	12,828,000	4,816,000	8,289,000	13,105,000
Nat. Belgium.....	2,937,000	1,469,000	4,406,000	2,665,000	1,332,000	3,997,000
National Italy	6,973,000	1,115,000	8,091,000	7,001,000	773,000	7,774,000
Tot. this week	110,711,701	63,346,181	204,057,882	113,071,784	37,860,984	200,932,788
Tot. prev. w'k.	111,228,630	63,386,062	204,013,692	113,681,900	38,308,088	201,900,574

#### THE RIGHTS AND DUTIES OF RAILROADS.

We had the privilege the past week of listening to an address at the Commonwealth Club by Professor Hadley, of Yale College, on the rights and duties of railroads. The feature which was mainly discussed was the labor difficulties, the defects thereby disclosed in existing methods of managers, and the remedial action the situation suggested. Subsequently Mr. Simon Sterne, of this city, spoke upon the same subject, taking a somewhat different view; but both speakers appeared to think that some radical change in railroad management was necessary. Professor Hadley looked chiefly to moral suasion and a union of interests between company and men, attended with acts and methods by which the men should see that their material interests were always cared for, and their advancement and promotion secured more in the railroad corporations than in the labor unions; while Mr. Sterne seemed to think that Government interference, under which military supervision should provide for an uninterrupted service, was the only relief.

It was assumed at the start that no combination of circumstances which should result in a suspension of railroad service could be permitted; that corporations having been granted the right and having the sole power to conduct the carrying trade of the country, cannot be allowed to paralyze the business of a community, but must be required to exercise that right and perform their duties under all circumstances. Accepting that as true, the dilemma of the railroad becomes at once apparent. Standing between a public necessity to keep running and the will of the engineers and switchmen not to let them run, there could be only one solution, and Mr. Hadley unhesitatingly accepted that. He asked could the employes be allowed to take advantage of this necessity to enforce their demands? Most certainly not, he replied, for if they were allowed, they and not the corporation would be in control, which would so imperil profits that no one would be willing to invest in railroads. Here we have in clear view the Scylla and Charybdis of the railroad puzzle, and to state the difficulty and face it squarely, are among the duties, not of railroads only, but of the public as well, and we are very glad to have it set out so sharply.

From this point the Professor's subject and argument passed in some degree from the field of logic to sentiment, but it was none the less interesting or suggestive on that account. Mr. Sterne, who is as we all know a lawyer, had to keep to his logic and brought up against military control, and that brought him by a natural sequence to State control. Mr. Hadley also reached State ownership, but only as a last resort—a penalty as it were of neglect or refusal on the part of managers to mend their ways. For he threw upon them and upon their too great desire to make money the failure hitherto to harmonize these opposing interests. The remedy of more stringent conspiracy laws the speaker rejected. Arbitration as a cure he considered a failure. The real corrective he claimed was in the line of making the interests of capital and labor identical, and bringing labor to see that they were identical, through such mindfulness on the part of the corporation of its employes that they would find no need of trades unions. That idea no doubt covers a grand purpose, the aim we are glad to be able to say of very many of our railroad managers to-day. In fact it is the same principle which guides every true life whether in railroad circles or out of them. That it will accomplish all Professor Hadley claims in the way of conciliating and attaching employes, we cannot think. But failure should not in the least discourage one; the principle remains the same, and the duty the same, though success may be withheld.

Here, however, we have to part company with our friend, for we cannot accept his concluding thought. He told us substantially that even where the workmen are in the wrong the heavier part of the blame should rest on the corporation; that railroad corporations were given to selecting as managers those who were foremost in making dollars rather than those who were capable of leading men; that the employees should have before them the chance of higher pay according to the worth of the services rendered, and also promotion when deserving of it, which they do not get now. These and other similar assumptions and statements made by Mr. Hadley in support of the idea which ran through his whole address—that dereliction of duty on the part of managers was the source of and the pivotal point in this whole controversy—do not accord with our information and beliefs. So far as we are familiar with railroad methods, we should say that he had misapprehended the situation—that the principle governing official action among them, would compare very favorably with the principles governing among any class of our citizens. A large number of roads—are we not authorized to say a large majority of them—are directed on a basis which ensures mindfulness of employes' interests and promotion from the ranks. Of course, Professor Hadley knows that not every man,—no, not even one in a thousand, is capable of directing a department of railroad service. An employe may make an excellent brakeman or conductor or engineer, and yet not have the capacity for a broader field. We are aware that an idea prevails, which has recently found an able advocate, that the opportunity is about all an individual needs; but men with such opinions must have had very little business experience, or they would have learned that there is nothing so difficult to command as conscientious industry combined with the talent to organize and direct. This cannot even be given to one by education, any more than a college education can impart to every graduate the mind and judgment to grasp an industrial problem with the readiness and analytical precision that our learned lecturer of last Monday night possesses.

A clear and as seems to us instructive test of Professor Hadley's theory may be found by investigating the general subject of labor difficulties. For strikes are not by any means, as we all know, confined to or even of most frequent occurrence in railroad circles. Has it been illiberal treatment on the part of companies and firms which has produced these strikes? One can best answer this by noting the relation wages at present bear to profits in the industries of the land. Is it not literally true that the profits of capital, however employed, are greatly reduced, but that labor, to a large extent, is receiving the same remuneration it received ten years ago? This we claim to be a fact, although the necessities of life—that is, the cost of living—are less than they were at the earlier date. With regard to railroad employes, the same relative condition between wages and profits holds true. We have tables before us as we write which give the compensation for railroad engineers even higher now than was given by similar figures compiled in 1874 when we were on a green-back basis. Does not this show most conclusively that present strikes are not the result of oppression on the part of cruel managers? To us on the contrary that looks like liberality, and that view becomes even more clearly authorized when one remembers how much smaller the return now is on the capital invested in railroads than it was only a few years ago, of which we gave a comprehensive illustration from Poor's figures for the whole country a month since. There would seem to be no room for complaint if wages follow profits, but where wages increase

as profits decline, such treatment is popularly considered to bear the mark of generosity, and we repeat that we join in that popular belief.

Just now, too, seems to be a very inopportune moment for making new demands—the railroads in the west being peculiarly hard pressed. They are being pursued by politicians, who think they can make votes by further cutting down railroad revenue. The Governor of Iowa has made himself especially conspicuous in this effort. It is strange that the wage earning population does not see that such measures as he is pushing are really a direct attack upon them. The return on capital invested in railroads in the whole United States only averaged 2.04 per cent in 1886, and taking out the New England and Middle States, the remainder of the country netted a little over 1½ per cent. And yet the Iowa Governor and his legislature would wipe out this paltry return. Such men ought to be recognized as labor's worst enemies. They take away from the railroads the power to favor their employes, making it impossible for the companies to give higher wages, and perhaps in the end forcing them to give less than they now do.

Is it not a little trying thus on the one hand to be deprived of one's income, and at the same time on the other to be accused of a lack of liberality? And yet is not that the "hole" our railroads are in to-day?

#### MR. PLUMB'S AMENDMENT.

Senator Plumb, of Kansas, has been able to get a new section added to the Bond Purchase bill which, in the form he proposed it, was as radical as any enactment during our civil war. The bond bill, as will be remembered, was passed by the House and reported favorably by the Finance Committee to the Senate, and simply authorizes the Secretary of the Treasury to purchase bonds with his surplus. Mr. Morrill, on Monday of this week, called it up and Mr. Plumb then offered his amendment. Let us may do the Kansas Senator an injustice, we give his proposal in full, as printed in the Congressional Record; a perusal of it will interest our readers also.

SECTION 2. That whenever the circulation of any national bank or any portion thereof, shall be surrendered, and the same is not taken up by other national banks within thirty days thereafter, the Secretary of the Treasury shall thereupon issue an equivalent amount of Treasury notes of the denominations now provided by law for national bank notes. Said Treasury notes shall be deposited in the Treasury, and paid out as other moneys kept for the discharge of the obligations of the Government. They shall be receivable for salaries and for all dues to the Government, including duties on imports; shall be a legal tender for all debts, public and private; shall be redeemable in coin, as the legal tender notes of the United States now are; and when received into the Treasury they shall be reissued, and when mutilated or worn they shall be replaced in the same manner as now provided by law for said legal tender notes. The coin held in the Treasury at the date of the passage of this act for the redemption of the legal tender notes of the Government shall also be applicable to the redemption of the Treasury notes herein provided; and such coin reserve may, from time to time, be increased by adding thereto other sums from payments made into the Treasury, in the discretion of the Secretary of the Treasury.

*Provided*, That the total amount of said coin reserve shall never be less than 25 per cent, nor more than 30 per cent, of the total amount of legal tender and Treasury notes outstanding. The true intent and meaning of this section being that the volume of paper money outstanding (exclusive of gold and silver certificates) shall remain as now existing.

To complete the history of this affair, we would add that a motion was made to lay the above amendment on the table and it was carried by one majority. Thereupon Mr. Plumb moved the same amendment, omitting only the words "public and private," thus leaving the section to read that the Treasury notes it authorizes shall be receivable for Government dues, and be a legal tender between national banks. In this latter shape it was agreed to by a vote of 28 in its favor to 21 against it, there being 27 Senators absent. If any one wants to know why enterprise is in abeyance just now, and why during late years all periods of Congressional sessions are

periods of industrial stagnation, he need not investigate any further or any deeper. That capital will venture outside of comfortable reach while such measures are being played with and passed, is impossible.

But we did not intend to remark upon the demerits of the amendment, for they are sufficiently obvious. Our purpose was in part to acquaint our readers with what was being done in Washington. But a further and more important point we had in view, was to notice some of Mr. Plumb's reasons for supporting the measure. As we would not think of questioning his honesty, we must conclude he is misinformed, since the statements are not correct which he offers as the motives for his action. Furthermore, the real facts are official and beyond dispute, so nothing more can be needed than to recall them to the Senator's attention to lead him to vote against his own amendment when the bill as amended comes up for action—unless forsooth he shall in the meantime find some new reasons for supporting it.

We should premise by saying that the whole burden of Mr. Plumb's remarks is a fear of currency contraction. First, he asserts that there is going to be a great contraction of bank note currency when the Secretary purchases bonds under this bill. He says, calling the surplus to be let out 100 millions, suppose the Secretary buys outstanding 4 per cent bonds sufficient with the premium to cover that sum and the national banks sell to him their bonds which are held for circulation—in that case he tells us the disbursement by the Treasury instead of being 100 million would only be "10 per cent of that amount." His calculation is erroneous, even granting that the supposition he makes is a possible one. It is erroneous because the banks only have circulation for 90 per cent of the deposited bonds; hence all the premium and 10 per cent of the face of the bonds—that is about 35 per cent instead of 10 per cent—would be disbursed.

But what is of more importance is that his fear is groundless unless he thinks that the national banks are nearly all of them going to surrender their charters. They only had (out of the \$1,041,764,052 bonds outstanding) 182 million dollars in bonds on deposit for circulation on the first of this month (March), and probably more than half of that, covered the *minimum* amount of Government bonds which a national bank must hold and which it can not part with except it parts with its national character, and we have discovered no disposition to do that; in fact the extremely rapid increase in these banks the past two years forbid any such supposition. Remember, too, that these bond purchases are very different from the bond calls. The calls were imperative, the purchases are entirely voluntary, and each bank will keep its minimum holdings until the price of the bond is so high that the bank sees enough money in the sale to make it worth while to wind up its business; furthermore those institutions which have more than the minimum circulation, will not voluntarily part with it until bonds go considerably above present figures.

Again, Mr. Plumb has frightened himself into believing that there has been a contraction of the currency in progress during late years. He says that the "contraction of the currency during the last three years has been 5 per cent of its volume. This means depreciation of the property of the country \$3,000,000,000. Debts have not only increased, but the means to pay them have diminished in proportion as the currency has been contracted." This statement is the very opposite of the truth, for there has been a very large addition to the currency during the three years in question. We have not the space to-day to give the details, but we will agree

to furnish Mr. Plumb with the figures in extenso anytime he wants them. They show, instead of a contraction of 5 per cent, that notwithstanding bank notes have decreased, the total amount of circulation outside the Treasury vaults has increased and is now over 110 million dollars *larger* than it was three years ago, and is increasing every single month.

These are the two reasons Senator Plumb gives for his action. First, that the banks will be led to sell their bonds and give up their circulation. Second, that there has already been a large contraction of the currency and that this contraction will thus be further increased. We have shown not only that neither of these statements is correct, but that our active currency has been and is being largely added to every month. Now may we not ask in the name of the languishing business interests of the country, that the Senator reverse his action, and give the Secretary power to get out his surplus.

#### CHANGES IN RAILROAD TRAFFIC.

The Cleveland Columbus Cincinnati & Indianapolis Railroad furnishes such complete information of its traffic movements and operations, that its annual report is an ever-welcome visitor to the student of railroad history in the United States. From that report one gets an idea of the great changes that have taken place in all departments of the railroad business in recent years. It so happens, too, that the Cleveland & Indianapolis, in a great many particulars, may be taken as a good illustration of the condition of things east of the Mississippi River. The position of the road in forming an important link in a through route to Cincinnati and St. Louis, has always made it peculiarly susceptible to the conditions affecting trunk line or through traffic. At the same time the situation of the system in the centre of the States of Ohio, Indiana and Illinois—a field at once rich in the products of agriculture and the centre of great manufacturing activity—has enabled it to share in the general industrial development going on in that section of the country.

The first thing that strikes the observer on an examination of the traffic statistics, is the fact (and the same fact has been pointed out by us in other cases), that the character of the traffic has been changed, and that the products of agriculture no longer play the important part in it that they formerly did. We can show this in no better way than by comparing the principal items of tonnage for the late year with, say, 1879, the first year after the resumption of specie payments, as follows. We have arranged the items so as to place those recording an increase on one side, and those recording a decrease on the other. The figures cover the Cleveland & Indianapolis proper, the data on the other lines not going back far enough.

	1887	1879	Tons.	1887	1879
Merchandise...	633,561	499,258	Wheat .....	114,458	220,528
Manufactures...	179,045	78,178	Corn, oats & seed .....	191,750	426,177
Coal .....	443,448	282,394	Flour .....	87,349	138,868
Stone & Lime...	203,983	85,390	Horses & Cattle .....	80,530	106,431
Forest Produce .....	31,900	19,207	Cotton .....	59,940	84,446
Provisions .....	130,278	73,436	Tobacco .....	13,263	13,999
Petroleum .....	102,373	50,467	Ores .....	10,369	15,184
R.R. & Pig Iron...	6,607	4,524	Cars .....	5,625	12,360
Hogs & Sheep...	93,128	66,510			
Engines .....	8,114	229	Grand total.	2,808,149	2,299,711

Thus though the 1887 traffic is over half a million tons larger than the 1879 traffic, yet every one of what are called the products of the soil—wheat, corn and oats, flour, cotton, tobacco—counted for a smaller amount in 1887 than in the earlier year, and the gain comes wholly from those items which reflect the growth and settlement of the western country. For instance, of corn, oats, &c., the road carried only 191,750 tons in 1887, against 426,177 tons in 1879; of wheat 114,458 tons, against 220,528 tons; of flour 87,349 tons, against 138,868 tons; and of

cotton 59,940 tons, against 84,446 tons. On the other hand, the tonnage of merchandise, of manufactures, of coal, of stone and lime, of forest produce—representing the extension of general industries—these show in each case a very marked increase. There have been a great many fluctuations in all the items in the interval since 1879, but in the main the results given reflect correctly the prevailing tendency. Of course the tonnage of agricultural products is in a large measure controlled by the outturn of the crops, and 1887 can hardly be said to have been a favorable year in that respect. Yet had we taken the previous year instead of 1887, the totals would have been larger only in the case of corn and tobacco, and smaller in the case of flour, wheat and cotton, so that on the whole the comparison is not an unfair one. The truth is, the grain and cereal tonnage represents items for which there are a greatly increased number of competitors (and in no section of the country is competition more active and keen than in this very section), so that it is not surprising that the amount going to any one system should have been greatly reduced.

The effect of the change is distinctly beneficial. It secures to the road greater diversification of traffic, makes it less dependent upon one kind of business, and diminishes the importance to it of a good or a bad agricultural outturn, at least so far as concerns the volume of such products—all of which tends to greater stability of traffic and income. The transformation which the above table shows to have occurred in that particular is hardly appreciated on cursory examination. Taking wheat, flour, and corn, oats, &c., the tonnage in 1887 was only 393,557 tons, or less than one-seventh of the whole, while in 1879 it had been 785,573 tons, or over one-third of the then total. In the earlier year "corn, oats and seed" was the largest single item at 426,177 tons. In 1887 it was only fifth at 191,750 tons, and merchandise stood at 683,561 tons, coal at 444,546 tons, forest produce at 314,900 tons, and even stone and lime at 203,983 tons. And these changes are not the result of any increase in mileage, the miles of road operated having been 391 in all the years.

But it is not alone in the composition of the traffic that the alteration is significant. Resulting from or coincident with the same there has been a change in the course and direction of the freight movement. The east bound shipments usually preponderate largely, but on the Cleveland & Indianapolis at least the difference has been very greatly reduced. Thus while in 1878 only 22.66 per cent of the freight moved was west bound, in 1887 the proportion going west had risen to 40.97 per cent, there having with one exception been an increase in every one of the intervening years. As regards the tonnage-mileage—that is, tons one mile—the change is just as striking, and even a little more so. For instance, in the first mentioned year the west bound shipments were only 69,106,687 tons and the east bound 276,738,686 tons, but in 1887 the west bound were 194,450,332 tons and the east bound 258,325,837. In other words, while the west bound traffic is decidedly the largest ever reached, the east bound is not as heavy as it was in 1878. We may say, too, that the same characteristic is revealed in the division of the shipments between local and through freight. Both the west bound local and the west bound through movements are the largest ever recorded, but the east bound are far from being so in either case; in fact, the east bound through tonnage is the smallest of the last ten years with the single exception of 1886, though the local makes a very much better comparison.

It is not difficult to understand these differences. They follow chiefly from the change in the composition of the

traffic, already noted. The east bound movement of course represents mainly the products of the soil seeking a market at the seaboard, and the shipments of these products we have seen have diminished as the result of increased competition and indifferent crops. On the other hand, the increase in the west bound shipments represents the augmented wants of the communities served. Population of course has increased, while at the same time the expansion of manufacturing and industrial activity in that section of the country has further added to the demand for goods and materials coming in large part from the East. It is proper to state, too, that while the figures given cover the Cleveland & Columbus proper, on the system as a whole (including the Cincinnati & Springfield and the Indianapolis & St. Louis) the proportionate amounts of east bound and west bound freight still more closely approximate each other. The data do not go back to 1878, but for the late year the number of tons moved one mile westward was 340 millions, against 387 millions eastward. Even as compared with the year preceding, there has been improvement in this respect, the gain in east bound having been less than 23 million tons, and in west bound more than 37½ millions.

One great advantage that has resulted from this equalization of the currents of traffic has been that the company has been able to reduce the cost per unit of traffic to very low figures. It is hardly necessary to say that other things being equal, that company can operate cheapest which is obliged to haul back the least number of empty cars, the maximum of economy being obtained when the cars are all carried loaded both ways. The Cleveland & Indianapolis has not been able to do quite that, but certainly it has come nearer to it than most other large roads. Hence, even though the operating expenses in 1887 were increased through the inclusion of some extra items, the average cost per ton per mile on the whole system was only 511 thousandths of a cent, and on the Cleveland & Columbus proper but 460 thousandths, the lowest figure ever reached with the exception of that for 1886. How this compares with standard roads like the New York Central and Pennsylvania will appear when we say that the Central has in no year shown a lower cost than 530 thousandths, while in 1887 the figure was 560 thousandths; on the Pennsylvania lines east of Pittsburg & Erie, however, the average last year was 497 thousandths, and on the main stem and branches only 426 thousandths. It should be noted that a low cost per unit of traffic is quite essential on the Cleveland & Indianapolis, for its average freight rate per ton per mile is proportionately low, having been in 1887 only seventy hundredths of a cent on the road proper, and 74½ hundredths on the whole system, while the average on the Central was seventy-eight hundredths, and on the Pennsylvania Eastern system seventy-three hundredths, though on the main line of the latter the figure was only sixty-seven hundredths. As compared with the period of the trunk line war, of course even these rates show very decided improvement.

As the result of all this, the Cleveland & Indianapolis reports for 1887 larger net earnings than in any other of the last ten years. As compared with two years before, the total has just about doubled—that is, it has risen from \$975,878 to \$1,813,802 on the road proper, and from \$1,482,171 to \$2,820,278 on the whole system. The Cincinnati & Springfield returns a slight profit on its charges—a thing that has happened only once before in the ten years. The Indianapolis & St. Louis shows a deficit of \$207,737, which also is the best exhibit for the ten years with one exception. Taking the system together, there is

a surplus above charges for the year of \$797,001, of which, however, \$431,521 was used for additions and betterments.

#### THE ST. PAUL REPORT.

There are several noteworthy features about the present report of the Chicago Milwaukee & St. Paul Railroad. In the first place, it contains much fuller information about the property itself—its characteristics, composition, and advantages—than it has been the custom to give in the past. In the second place, the report is noteworthy for a commendable departure in some of the company's methods of book-keeping, the change tending to a clearer understanding of the company's financial position.

Taking up the latter point first, we find that the company now charges up accrued interest in full, both in the income account and the balance sheet, following in this respect the practice pursued by nearly all large companies. Past reports of the St. Paul have not been made up on this basis. The matter was of chief importance in the case of the floating debt. Almost the whole of the company's bonds bear coupons maturing January 1 and July 1, but the liability for January interest, amounting to over three million dollars, was never till this year brought into the statement of floating liabilities for December 31. It is easy to see that the habit grew up out of an old practice adopted when the system was yet quite small, and when, therefore, it had less significance. Clearly, however, it was not suited to present conditions and requirements, and hence it is gratifying that the management have disregarded old traditions and changed the method.

It is also satisfactory to note that the exhibit of the floating liabilities in the new form shows the company to be in very easy circumstances. Floating debt, in the ordinary sense, there is none—that is, there are no notes or bills payable. Of current liabilities, the amount is \$6,391,372, including \$3,395,485 of accrued interest, and \$2,896,431 of vouchers and pay rolls. Against these current liabilities the company held \$2,716,319 in cash and call loans, \$3,365,000 of mortgage bonds unsold in the treasury, and \$1,140,909 of accounts due it. It also held \$2,909,148 of stocks and bonds of other companies. The stock of material and supplies on hand, though not, strictly speaking, an offset to floating debt, has, it is interesting to observe, increased very largely during the year—from \$2,048,984 on December 31, 1886, to \$2,927,171 on December 31, 1887.

As regards the other particular in which the present report is to be commended, it contains, as already said, an unusually full and clear exposition of the property. It has always been known that the tenure by which the St. Paul held and operated its road was quite different from that of ordinary companies of large mileage. There are no rental or lease guarantees, the St. Paul being practically the sole and absolute owner of the whole of the vast mileage operated. The only charge against earnings ahead of stock, is the interest on the debt. This makes it very easy at any time to determine the position of the company. One need only figure the amount of this interest and then compare it with current net earnings. It is this fact as to ownership which makes the detailed description of the property furnished by Vice President Bond all the more valuable and interesting. We give Mr. Bond's report in full on another page, so need hardly repeat the details here. Suffice it to say that it shows the company to be in unusually good condition for carrying on its business. It has large and valuable terminal facilities at Milwaukee, Chicago, Kansas City, St. Paul, Minneapolis, and

Council Bluffs, including at Chicago a double entrance into the city (the second secured by the purchase during the year of the Chicago & Evanston road); it owns seven bridges across the Mississippi and Missouri rivers, over which its traffic passes free of any charge; it has some useful coal property; its facilities for receiving and storing grain seem to be unusually good, for the report shows that the elevators along the line, owned either by private parties or by the company, have a capacity only a trifle less than 30 million bushels; finally, it has a large stock of equipment and motive power, comprising 740 locomotives, 608 passenger, baggage, mail and express cars, and 22,023 freight cars. The miles of road now included in the system are 5,670, and there are besides over 1,100 miles of sidings, spurs, second track, &c. With such a vast property it is not surprising that the debt should be large, amounting to  $119\frac{1}{4}$  million dollars. But it should be remembered that this is the only charge on the road. Besides, the amount is not large relatively. On the contrary, on a mileage basis it is quite small. In fact that is also true of the \$61,277,261 stock (\$39,680,361 common and \$21,596,900 preferred)—it represents only \$10,807 per mile, and this with the \$21,029 of bonds per mile makes the total capitalization per mile but \$31,836.

With regard to the results of the late year's operations, the figures are the same as published some weeks ago. After charging up interest for the year in full and 5 per cent dividends on the common and 7 per cent on the preferred stock, a surplus of \$598,095 remains on the operations for the twelve months. This is on the basis of the dividends paid in April and October, 1887. On the basis of the dividends paid in October, 1887, and April, 1888, which is the usual practice (for the April dividend really comes out of the previous year's earnings), the surplus would be only \$394,697, the reason for this difference being that the 1888 April dividend is on the increased amount of stock, while that for April, 1887, is on the stock before the increase. In neither case is the surplus large, but, as will be seen from the following, the St. Paul has never reported a very heavy balance. Of course the equipment and improvement expenditures (amounting in 1887 to \$1,621,123) do not appear in any of these figures.

Years	Mileage end of year.	Gross Earnings	Operating Expenses and Taxes.	Net Earnings	Interest paid.	Dividends.	*Balance.
		\$	\$	\$	\$	\$	\$
1879.	2,350	10,012,880	5,473,705	4,539,025	2,357,407	1,783,819	466,868
1880.	3,775	13,089,119	7,742,426	5,343,698	2,918,384	1,942,237	807,370
1881.	4,217	17,025,461	10,317,931	6,707,530	4,127,386	2,210,617	1,004,832
1882.	4,520	20,386,728	12,180,073	8,200,633	4,780,053	2,794,988	1,243,425
1883.	4,760	23,059,823	13,778,038	9,281,785	5,373,925	3,321,167	1,351,400
1884.	4,800	23,470,998	13,859,628	9,611,370	5,918,008	4,270,082	1,071,986
1885.	4,921	24,413,273	14,512,471	9,900,802	6,066,374	2,878,079	1,032,088
1886.	5,208	24,718,403	14,560,264	10,158,139	6,241,093	3,053,601	1,006,069
1887.	5,670	25,366,124	15,326,694	10,039,430	6,456,637	3,460,921	394,697

\* Including miscellaneous income, which in 1879 amounted to \$69,067; in 1880 to \$324,298; in 1881 to \$635,308; in 1882 to \$623,813; in 1883 to \$164,707; in 1884 to \$92,306; in 1885 to \$105,939; in 1886 to \$144,654; and in 1887 to \$272,225.

<sup>1</sup> Dividends on common stock only 5 per cent in 1884, 1885, 1886 and 1887 against 7 per cent previously.

NOTE.—Dividends are on the basis of the amounts paid out of the year's earnings, not the amounts paid in the year. This accounts for the fact that while according to the company's statement the surplus balance for 1887 is \$598,095, according to our statement it is \$394,697.

It will be noticed that while the gross earnings for the late year were the largest ever reported, the net did not quite equal those of 1886. This calls attention to the fact that there has been another decline in rates, and that the average per ton per mile is now down to 1.09 cents. We took occasion a year ago to point out what a great reduction had taken place during the last few years and what an important difference this made in the results. But the downward movement is still in progress, and for 1887 the decline as compared with the previous twelve months reaches 7 per cent. From the table which Vice-President Bond gives in his report, it will be seen that

in the last ten years the rate has been cut down nearly one-half—that is, from 2.08 cents per ton per mile to 1.09 cents. Even during the last five years there has been a reduction of over one-quarter, or from 1.48 to 1.09 cents.

**A DRY GOODS CHART.**—A very imperfect idea of this publication may be obtained from its title. Perhaps, strictly speaking, it is just what its name claims for it, though much broader in its scope than most people would conclude from the name. Briefly stated, it covers cotton and wool as well as goods, and though of course wholly statistical, it is not of a kind which the owner will put away for reference on rare occasions, but a work that he will keep near at hand for daily use. Mr. Joshua Reese, Jr., the well-informed dry goods editor of the *New York Journal of Commerce*, is the compiler and publisher, and he has been very happy in both the form and method of presenting his facts. The typographically nothing could be nearer perfect. Both figures and diagrams are given of prices, every figure and every line being so distinct as to convey its meaning at a glance, leaving no chance for mistakes or confusion. The tables of the world's production and consumption of wool from 1860 to the year just closed, which are here published for the first time in any form, are peculiarly timely, and alone worth the price of the work. Mr. Reese likewise furnishes similar figures for cotton, and prices of both cotton and wool, in the one case running back to 1830 and in the other to 1837. All the articles of manufacture which are included in the work also have the highest and lowest prices indicated monthly, from 1880 to 1888, on colored charts. Ten dollars is asked for this work, and it is extremely cheap for so useful a publication so handsomely gotten up.

## Monetary and Commercial English News

[From our own correspondent.]

LONDON, March 17, 1888.

On Thursday last the Bank of England Directors reduced the official rate of discount to 2 per cent, it having been 2½ per cent during the four weeks previous. The joint stock banks made no alteration in their rates for deposits, which remain as before at 1 per cent, but the discount houses, which towards the close of February, when the discount rates were hardening, advanced their rates, made a retrograde step and reduced their allowances on deposits to 1 per cent for money at call and 1¼ per cent if with notice.

For a long time past many persons fearing a shrinkage of values in consequence of the political uncertainty on the Continent, have been holding aloof from the stock market, and have allowed their money to remain in the banks comparatively idle, but this week political considerations have been almost ignored, and there has been an active demand for first-class securities. Of course the immediate cause of this demand was the proposed reduction of interest on the British debt. This affects the holders of about £360,000,000 nominal of British funds, a large proportion of whom have been seeking in other markets for good securities yielding over 2¾ per cent, which is about what the debt when converted will afford. But there are general considerations to be borne in mind in accounting for the great appreciation of investment securities which has been going on for a number of years past. First and foremost is the fact that the savings of the nation have been accumulating faster than the creation of investment stocks. Before the Parliament inquiry into foreign loans in 1875, and before the default of Turkey and Spain, foreign governments were in the habit of constantly recurring to the London market for loans. The financial collapse of the two countries referred to, the disinclination of investors to buy Russian issues, the selling to some extent of English holdings of Russian bonds, the payment of United States debt, and the insignificant creations of new capital for home railway companies, have all had an effect on prices which has only in part been offset by some considerable issues of Indian, Colonial and municipal securities, and the active creation at least for five years past of new joint stock companies.

Of securities in which the trustee is allowed to invest, there have been no new issues of any amount, and consequently, as the demand for them is constantly increasing, prices of securities of this class have gone higher and higher. By Mr. Goschen's conversion scheme a very large number of persons are obliged to accept the new 2¾ per cent stock in place of previous 3

per cents, but where the investor deals with his own money, and is not bound down by trust deeds, he has of late, in a very great number of cases, been selling Home Funds and transferring money to other securities. As a consequence, we have some of the preferential securities of English railway stocks at prices which give the investor only about 3 to 3½ per cent, notably London & North Western 4 per cent debenture stock, which has been as high as £135. Hitherto there has been but little demand for any American railway securities, except for first-class bonds, but this week the investment demand has been so great as to lead to some buying of the shares of American dividend-paying companies. At the close of last week, after the death of the Emperor of Germany, there was an endeavor on the part of operators for the fall to buy back foreign government stocks, and this has continued all through this week, so that there is the extraordinary feature of an event expected to lead to a serious fall in prices being followed by an appreciable rise in values.

Last week there were no important loans or company issues, but this week the further fall in the value of money, a more confident feeling in respect to the political situation, and the desire of promoters to "make hay while the sun shines," has led to the issue of another crowd of company prospectuses. Among the more important issues is a Liverpool and Manchester brewery company. Threlfall's has asked for a million of capital, and another Liverpool brewery company is expected to appeal to the public in the course of a few days. It is anticipated that very soon the first instalment of the long-talked-of Mexican conversion loan will be offered in the market. It is whispered that it will be for £3,800,000 in the form of 6 per cents, the issue price to be 78½ per cent. There is an unconfirmed rumor to the effect that the German banking firm who took the loan secured it at 70 per cent. The Tarapaca Waterworks Co., with a capital of £400,000, is expected to meet with marked success, inasmuch as it is promoted by the same capitalists who recently effected an advance of nearly 1,600 per cent in the price of shares of the Nitrate Railway, which is situated in the same part of Chili as the waterworks venture. Colonel North was one of those largely interested in the Nitrate Railway, having bought early last year a considerable block of shares at 14 per cent. They are now quoted at 240. In fact at the present time Colonel North is quite a leader in the market, he having taken part, directly or indirectly, in several new ventures. He is said to have made considerable sums by speculations in diamond shares which have continued their merry upward course this week. The consolidation of the two largest companies is now pretty well perfected. At this week's settlement in the diamond market some astonishment was caused by the ostentatious display of prominent city names passed into the market as purchasers, and stock was made artificially scarce.

The rates for money have been as follows:

London	Bank Rate.	Open market rates.						Interest allowed for deposits by	
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months		7 to 14 Days.
Feb. 10	8	1½@1½	1½@2	— 2 @ — 1½@2	2 @ 2½	2½@2½	2½@2½	1½	1 1½@1½
" 17	2½	1½@1½	1½@2	— 2 @ — 2 @ 2½	2½@2½	2½@2½	2½@2½	1	1 1½@1½
" 24	2½	1½@2	2 2 @ 2 @ 2 @ 2½	2½@2½	2½@2½	2½@2½	2½@2½	1	1 1½@1½
Mar. 2	2½	1½@2	2 @ 2 @ 2 @ 2½	2½@2½	2½@2½	2½@2½	2½@2½	1	1 1½@1½
" 9	2½	1½@2	— 1½@2	— 1½@2	2 @ 2½	2½@2½	2½@2½	1	1 1½@1½
" 16	2	1½@2	— 1½@2	— 1½@2	2 @ 2½	2½@2½	2½@2½	1	1 1½@1½

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c., compared with the last three years :

	1888.	1887.	1886.	1885.
Circulation, excluding 7-day and other bills.....	£ 29,021,357	£ 28,338,900	£ 28,610,665	£ 28,342,545
Public deposits.....	18,538,266	18,506,806	18,738,770	18,354,401
Other deposits.....	23,441,447	23,064,103	25,493,828	24,783,574
Government securities.....	16,634,945	14,186,141	14,560,349	14,651,801
Other securities.....	22,304,518	21,459,104	24,567,616	23,701,003
Reserve of notes and coin.....	16,506,559	16,470,951	14,585,426	18,270,442
Coin and bullion.....	23,328,014	24,057,851	22,455,091	25,882,087
Reserve to liabilities.....	44 7-18 p.c.	48½ p.c.	41½ p.c.	49 p.c.
Bank rate.....	2 p.c.	3½ p.c.	2 p.c.	3½ p.c.
Consols.....	10½%	10½%	10 3-16	9½%
Clearing-House return.....	148,723,000	138,916,000	134,098,000	128,406,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	Mar. 16.		Mar. 9.		Mar. 2.		Feb. 24.	
	Bank Rate.	Open Market						
Paris.....	2½	1½	2½	2	2½	2½	2½	2½
Berlin.....	3	2	3	1½	3	1½	3	1½
Frankfort.....	3	2	3	1½	3	1½	3	1½
Hamburg.....	3	1½	3	1½	3	1½	3	1½
Amsterdam.....	2½	2½	2½	2½	2½	2½	2½	2½
Brussels.....	2½	2½	2½	2½	2½	2½	2½	2½
Madrid.....	4	4	4	4	4	4	4	4
Vienna.....	4	3½	4	3½	4	3½	4	3½
St. Petersburg.....	5	6½	5	6½	5	6½	5	6½@6½
Copenhagen.....	3	3	3	3	3	3	3	3

Messrs. Pixley & Abell write as follows on the state of the bullion market:

Gold—Has continued in steady demand for Continent, but at low prices. Some arrivals in coin, chiefly from New Zealand, have been purchased; total, £94,000. Arrivals—£75,000 from Australia, £8,000 from Cape of Good Hope; total, £83,000. To Bombay, £2,500.

Silver.—The price remained steady at 43½d. until Tuesday, when, with the usual weaker exchanges, a fall to 43½d. took place. On Wednesday the Council were only able to allot at a reduction, and consequently 43½d. was quoted yesterday, and to-day 43½d. Arrivals—£80,000 from New York. To Bombay, £84,600; to Calcutta, £10,000.

Mexican dollars.—Have not been dealt in lately, and their price has greatly depended on their melting value.

The quotations for bullion are reported as follows:

GOLD.	London Standard.		SILVER.			
	Mar. 15.	Mar. 8.	London Standard.	Mar. 15.	Mar. 8.	
	s. d.	s. d.		d.	d.	
Bar gold, fine....oz.	77	9	77	9		
Bar gold, contain'g 20 dwts silver....oz.	77	10	77	10		
Espan.doubloons....oz.	.....	.....				
Am.doubloons....oz.	.....	.....				

In trade quarters there is some disappointment at the absence of indications of a decided spring revival. In the iron market prices are again lower, Glasgow pig iron warrants being quoted at 38s. 9d., while Middlesborough No. 3 pig is nominally 31s. 6d., with perhaps 3d. less here and there. There was a good deal of talk at the close of last year about the revival in the shipbuilding industry, but unhappily the anticipations of a good business are not being confirmed. Clyde shipbuilding returns show that the new vessels launched in the first two months of the present year represented only 17,000 tons, or just 5,000 tons less than for the same period of 1887.

Mark Lane houses report an entire indisposition to speculate in grain, and quite a hand-to-mouth business is transacted. Markets have been dull and wheats have been quoted at slightly lower prices. Nominally the *Gazette* average price has of late been rising 1d. or so per week, the movements of some days prior to the issue of the returns being indicated. Home stocks of wheat are being steadily drawn upon, but quantities afloat preclude any idea, apart from unexpected serious political incidents, of sharp movements in the market. The imports, for the twenty-seven weeks, of wheat and flour, reckoned as wheat, have been 9,330,000 quarters, against 9,422,000 quarters and 8,396,000 quarters in the corresponding periods of 1886-7 and 1885-6. The home sales of wheat have been 5,172,000 quarters contrasting with 4,029,000 and 5,241,000 quarters in the corresponding periods of the two previous years.

#### English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending March 30.

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Hold.
Silver, per oz.....d.	43½ <sup>16</sup>	43 <sup>3</sup> <sub>16</sub>	43 <sup>3</sup> <sub>16</sub>	43	43		
Consols for money.....	101 <sup>13</sup> <sub>16</sub>	101 <sup>13</sup> <sub>16</sub>	101 <sup>13</sup> <sub>16</sub>	101 <sup>11</sup> <sub>16</sub>	101 <sup>11</sup> <sub>16</sub>		
Consols for account.....	101 <sup>13</sup> <sub>16</sub>	101 <sup>13</sup> <sub>16</sub>	101 <sup>3</sup> <sub>16</sub>	101 <sup>11</sup> <sub>16</sub>	101 <sup>11</sup> <sub>16</sub>		
Froh rentes (in Paris) fr. 80-024 <sup>2</sup>	82 <sup>10</sup>	82 <sup>07</sup> <sub>1</sub>	82 <sup>22</sup> <sub>1</sub>	82 <sup>22</sup> <sub>1</sub>	82 <sup>30</sup>		
U. S. 4½s of 1891.....	108 <sup>3</sup> <sub>1</sub>						
U. S. 4s of 1907.....	127 <sup>14</sup>	127 <sup>14</sup>	127 <sup>14</sup>	126 <sup>7</sup> <sub>5</sub>	126 <sup>7</sup> <sub>5</sub>		
Canadian Pacific.....	61 <sup>3</sup> <sub>8</sub>	62 <sup>6</sup> <sub>8</sub>	62 <sup>6</sup> <sub>8</sub>	63 <sup>3</sup> <sub>8</sub>	63 <sup>3</sup> <sub>8</sub>		
Chic. Mil. & St. Paul.....	7 <sup>6</sup>	7 <sup>6</sup>	7 <sup>6</sup>	x72 <sup>14</sup>	71 <sup>7</sup> <sub>8</sub>		
Erie common stock.....	23 <sup>7</sup> <sub>8</sub>	23 <sup>7</sup> <sub>8</sub>	23 <sup>7</sup> <sub>8</sub>	24 <sup>2</sup> <sub>9</sub>	24 <sup>2</sup> <sub>9</sub>		
Illinois Central.....	119 <sup>4</sup>						
Pennsylvania.....	56	56 <sup>5</sup> <sub>7</sub>	56 <sup>5</sup> <sub>7</sub>	56	56 <sup>5</sup> <sub>7</sub>		
Philadelphia & Reading.....	30 <sup>2</sup>	29 <sup>7</sup> <sub>9</sub>	29 <sup>7</sup> <sub>9</sub>	28 <sup>3</sup> <sub>8</sub>	28 <sup>1</sup> <sub>8</sub>		
New York Central.....	108 <sup>4</sup>	108 <sup>5</sup> <sub>8</sub>	108 <sup>3</sup>	108	x107 <sup>1</sup> <sub>8</sub>		

#### Commercial and Miscellaneous News

NATIONAL BANKS.—The following national bank has been organized since last advices:

3,857—The McMinnville National Bank, Oregon. Capital, \$50,000. J. W. Cowles, President; Clark Braly, Cashier.

3,858—The Temple National Bank, Texas. Capital, \$80,000. W. Goodrich Jones, President; C. L. McCay, Cashier.

3,859—The Taylor National Bank, Texas. Capital, \$65,000. Joseph Speidel, President; —, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise.

The total imports were \$7,753,979, against \$8,370,518 the preceding week, and \$10,908,804 two weeks previous. The exports for the week ended March 27 amounted to \$3,784,360, against \$4,686,306 last week, and \$5,709,086 two weeks previous. The following are the imports at New York for the week ending (for dry goods) March 22 and for the week ending (for general merchandise) March 23; also, total since the beginning of the first week in January:

For Week:	1885.	1886.	1887.	1888.
Dry Goods.....	\$2,027,318	\$1,635,816	\$2,212,509	\$2,093,628
Gen'l mer'dise.....	5,509,816	5,577,373	6,514,097	5,660,351
Total.....	\$7,537,134	\$7,213,189	\$8,726,606	\$7,753,979
Since Jan. 1.				
Dry Goods.....	\$27,770,725	\$32,040,825	\$35,271,173	\$37,660,864
Gen'l mer'dise..	60,110,156	69,369,413	72,803,226	77,334,097
Total 12 weeks.	\$87,880,881	\$101,410,238	\$108,074,399	\$114,994,961

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending March 29, 1888, and from January 1 to date:

Exports FROM NEW YORK.	1885.	1886.	1887.	1888.
For the week..	\$5,824,232	\$4,260,444	\$4,990,425	\$3,784,360
Prev. reported..	72,206,374	62,229,333	65,554,709	64,207,053
Total 12 weeks.	\$78,030,606	\$66,459,783	\$70,545,134	\$67,991,413

The following table shows the exports and imports of specie at the port of New York for the week ending March 24, and since January 1, 1888, and for the corresponding periods in 1887 and 1886.

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.	Exports.	Imports.		
Gold.	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$58,461	\$.....	\$1,768
France.....	.....	7,100	340,124	1,802,052
Germany.....	.....	1,248	238,957	666,589
West Indies.....	247,650	3,223,768	9,257	59,625
Mexico.....	.....	.....	228	5,411
South America.....	800	90,019	8,300	95,142
All other countries.....	27,000	49,433	10,907	103,391
Total 1888.....	\$275,450	\$3,430,029	\$607,773	\$2,733,978
Total 1887.....	648,329	3,870,700	74,471	3,711,237
Total 1886.....	1,358,190	16,786,317	386,295	2,410,885

The above imports for the week in 1888, \$13,416 were American gold coin and \$318 American silver coin. Of the exports during the same time \$65,450 were American gold coin.

COLLATERAL TRUST BONDS.—In an article on this subject in the present issue of the SUPPLEMENT reference is made to the collateral trust bonds of the Erie, but as it was found impossible to include a description of the same within the limits of that article, we give the particulars in the following:

#### NEW YORK LAKE ERIE & WESTERN.

The collateral trust bonds of this company bear 6 per cent interest, and are payable November 21, 1922, in gold coin of the present standard weight and fineness. The company has the right to call them at any time at 110 and interest, giving three months' notice by advertisement. This right was exercised in 1886, when with \$800,000 in cash the company redeemed \$727,000 of the bonds. The deed of trust is to the United States Trust Company. The following is a list of the securities held for the \$4,273,000 of bonds now out. It is provided in the mortgage that the company may take up the stocks or bonds pledged (either by the deposit of actual cash with the trustee or the deposit of the collateral bonds at par), but only at certain specified figures in each case, and this redemption price is given along with the amount of stock or bonds conveyed as below:

	Par value.	Redemp. price.
Blossburgh Coal Company, stock.....	\$1,000,000 00	\$2,000,000 00
Hillside Coal & Iron Company, stock.....	1,000,000 00	1,000,000 00
N. W. Mining & Ex. Co., Erie, stocks.....	500,000 00	500,000 00
Union Steamboat Co., stocks.....	994,100 00	1,988,200 00
N. Y. L. E. & W. Docks & Imp. Co., stocks.....	604,000 00	604,000 00
Buff. N. Y. & Erie RR., stocks.....	575,900 00	575,900 00
Buffalo Creek.....	124,900 00	124,900 00
Buff. Bradford & Pittsburg, bonds.....	185,000 00	185,000 00
Jefferson Railroad Company, bonds.....	714,000 00	771,120 00
Newark & Hudson, bonds.....	250,000 00	250,000 00
Newburg & New York, bonds.....	166,000 00	166,000 00
Paterson & Newark, bonds.....	499,000 00	499,000 00
N. Y. L. E. & W. Coal & RR. Co., bonds.....	1,900,000 00	1,900,000 00
N. Y. & Greenwood Lake RR. Co., bonds.....	438,000 00	438,000 00
" " " " " 500 00	500 00	500 00
" " " " " 200 00	200 00	200 00
" " " " " 4 82	4 82	4 82
Grand total.....	\$8,951,604 82	\$11,002,824 82

When the mortgage was given, each of these totals was \$800 larger, but that amount of Long Dock Company stock was taken up and released from the mortgage in 1886 by the payment of an equal sum in cash, which cash, as already stated, was used to redeem \$727,000 of the collateral trust bonds at 110. There is a reservation that in the case of the stock of the New York Lake Erie & Western Docks & Improvement Company, representing the cost and entire ownership of that property, a mortgage may be placed upon the same for its further improvement, and in that case the stock pledged shall be included in the mortgage and replaced by an equal amount of first mortgage bonds. It was also provided that the remaining \$1,100,000 (out of a total issue of \$3,000,000, \$1,900,000 pledged as above) of New York Lake Erie & Western Coal & Railroad Company bonds might be issued, in case it was deemed desirable to complete the road 30 miles further from Johnsonburg to Falls Creek. As for the other collateral, it is distinctly stated that only securities of equal rank upon the same properties can be substituted for those pledged, and that no liens upon any of the property or franchises shall be granted which shall impair and diminish the rights and interests of the stocks and bonds held in trust.

**Indianapolis Decatur & Springfield.**—The committee of second mortgage bondholders have issued a report in circular form giving a full account of the litigation and the circumstances leading up to the reorganization and sale. The committee is now ready to distribute the new stock, first, second and income mortgage bonds of the Indianapolis Decatur & Western Railway to the parties entitled to receive the same under the reorganization scheme. The distribution is at the Farmers' Loan & Trust Company. The committee's report should be in the hands of all parties having any interest in this property.

The total product of the Ontario Silver Mining Company for the year 1887 was \$1,785,636; dividends paid were \$900,000; surplus on hand, \$701,321 on January 1, 1888.

The St. Paul Minneapolis & Manitoba Railway has declared its usual quarterly dividend of 1½ per cent, payable on the first day of May.

Attention has been for a long time directed to the necessity for some adequate system of examination and accounting in our financial institutions, and in the various interests in which many persons and large investments are represented. The expert accountant who undertakes to unravel the tangled threads of an important enterprise needs to be a man whose fitness for the position and ability to do the work should be unquestioned. This necessity is intended to be met by the American Association of Public Accountants, incorporated under the laws of this State last year, organized here during the last month, and now in operation, with Mr. James Yalden, of this city, as President; Mr. John Heins, of Philadelphia, as Vice-President, and Mr. James T. Anyon and Mr. William H. Veysey, of this city respectively, as Secretary and Treasurer. It has a governing council, in which there are representative men from this city, and from Philadelphia and Boston. The Institute of Chartered Accountants, already successful in England, Scotland and Wales, has a world-wide reputation, and upon a basis similar to the Institute in England the American Association of Public Accountants has been formed, the qualifications for admission being such as ought to secure competency and the penalties for misconduct such as to make a membership worth having, as a guarantee to any employer, and these regulations should place the profession of Public Accountant upon a footing to elevate the worker, and secure to client and expert a protection of great value.

#### Unlisted Securities.—Quotations from both Exchanges:

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Am. Bank Note Co.	30	35	Mex. Nat. Construct'n Co.	21	25
Atlan. & Char. Stock	82	87	Mexican National tr. rec.	7	8
Atlan. Char. Stock 1st & 7th	119	122	1st mortgage, tr. rec.	43½	43½
Atlan. & Char. 1st M. C. 100000			New. 1st & 65	97½	100
Bost. H. & West. Stock	34	38	N. Y. N. & Min. Val.	4	5½
Brooklyn Elev'd.-stock	4½	5½	N. Y. M. Un. Tel.-Stock	5½	7½
Cape Fear & Yad. Val. 1st			N. Y. W. S. & Buff.	2	3
Chic. & Atl.-Benn. tr. rec.	4½	5½	North Pac.-Div. bonds		
Chic. Gas Trust	32	33½	North Riv. Cons.	5	5½
Chic. Santa Fe & Cal. 5s.			Ocean Steam Co. 1st guar.	102	104½
Cinn. & Springfield			Panac. & Amantia	5	8
Denver & Rio G. W. 5s.			1st mort.		
Dul. S. Shore & Atc. Stock	5	10	Pittsb. & Western, 1st M.		
Edison Electric Light	21	26	Rich. York Riv. & Che.		
Fla. R'y & Nav. Co.	1	1	St. Joseph & Grand Isl.		
Georgia Pac.-Stock	17	19	St. Louis & Chicago, pref.	37	
1st 6s.	108	109	1st M. 6s.	90	
Henderson Bridge-SIC.	47½	49	St. Paul E. & Gr. Tr. 1st 6s	93	95
Kanawha & Ohio			Tel. & Tel. & N. Mich.	22	24
1st pref.			Tel. & Tel. & N. Mich.	19	
2d pref.			1st 4s.	71	
1st 6s.			U. S. Electric Light		
Keely Motor			Vicksb. & Meridian	1	1
Lehigh & Wilkes. Coal.	12	12	Pref.	1½	1½
Mahoning Coal R.R.	37	41	1st mort.		
			2d mort.		
			Incomes		
			Western Nat. Bank.	93	94½
			West N. Car.-Con. M.		

**Boston Banks.**—Following are the totals of the Boston banks:

1888	Loans.	Specie.	L. T'ders.	Deposits.*	Circula'n.	Agg.C'tngs
Mar 10	144,310,700	8,837,900	2,976,600	108,455,800	6,514,100	75,738,807
" 17	143,927,800	8,819,300	3,037,100	107,444,500	6,532,200	84,404,382
" 24	141,070,100	8,735,900	3,052,200	106,502,100	6,512,500	87,638,535

#### Philadelphia Banks.—The totals have been as follows:

1888.	Loans.	Lawful Mon'y	Deposits.*	Circula'n	Agg.C'tngs
Mar. 10	\$8,079,000	22,968,600	\$8,582,200	2,317,990	\$5,365,723
" 17	88,862,600	23,564,100	86,370,200	2,453,650	45,822,857
" 24	89,847,700	22,879,900	85,342,700	2,453,490	55,278,369

\*Including the item "due to other banks."

**New York City Banks.**—The following statement shows the condition of the Associated Banks of New York City for the week ending March 24, 1888:

Banks.	Average Amount of—				
	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits other than U.S.	Circulation.
New York	\$11,210,000	1,930,000	1,030,000	10,960,000	\$45,000
Manhattan Co.	9,819,000	1,716,000	632,000	9,765,000	
Merchants	6,856,100	1,080,000	83,600	7,365,800	\$45,000
Mechanics	8,491,000	832,000	1,000,000	7,660,000	
America	11,482,800	1,689,400	597,400	9,455,700	
Phenix	3,717,000	658,000	282,000	3,185,000	255,000
City	8,923,400	3,579,500	893,000	12,380,500	
Tradesmen's	2,361,400	406,200	241,600	2,585,100	\$41,000
Chemical	12,410,300	6,233,500	577,100	20,413,100	
Merchants Exch.	3,371,600	685,000	275,700	3,840,700	\$3,200
Gallatin Nat'l.	5,372,700	527,000	545,700	4,263,500	503,600
Butchers & Drov.	1,982,000	317,500	129,500	1,888,700	249,800
Manufacturers & Tra.	5,184,000	1,030,000	268,000	7,939,800	892,800
Greenwich	1,166,400	117,000	111,100	1,135,300	
Leather Manufact.	3,320,900	478,000	284,300	2,686,800	515,900
Seventh Nat.	1,389,400	326,800	77,400	1,421,400	43,700
State of N. Y.	3,741,300	471,500	222,700	3,129,600	
America Exch'ge	16,263,000	1,910,000	1,932,000	14,066,000	
Commerce	17,110,500	2,976,400	1,039,800	12,160,700	808,000
Broadway	5,517,700	986,000	317,300	4,856,500	45,000
Montague	5,184,000	1,030,000	268,000	7,939,800	892,800
Pacific	5,587,400	241,400	277,000	4,200,400	42,200
Republ.	8,497,100	1,875,100	503,200	4,552,000	
Chatham	4,601,600	817,900	405,700	4,847,100	45,000
Peoples'	2,047,700	317,400	97,000	2,557,200	
North America	2,740,600	654,700	341,000	3,416,100	
Hanover	12,263,700	2,899,800	712,100	12,982,900	\$45,000
Irving	2,915,000	633,000	284,600	3,156,000	40,700
Citizens	2,764,000	530,000	227,500	3,035,800	\$45,000
Nascent	2,677,700	214,000	119,000	3,035,800	
Market & Milton	4,135,900	970,200	187,800	4,013,000	336,200
St. Nicholas	2,018,000	341,700	74,900	1,921,400	
Shoe & Leather	3,028,000	536,000	249,000	3,149,000	445,300
Corn Exchange	6,520,900	801,000	291,000	5,915,000	
Continental	4,409,700	595,000	725,600	4,983,200	\$45,000
Oriental	1,968,700	185,000	470,000	2,080,000	
Importers & Trad.	20,107,600	4,474,000	1,598,300	22,276,000	971,200
Park	18,532,000	311,000	1,550,000	21,778,800	
North River	1,925,200	170,100	211,500	2,040,000	
East River	1,413,100	291,300	113,300	1,570,100	\$1,000
Fourth National	15,885,700	3,011,100	1,732,600	16,603,700	180,000
Central National	7,663,000	1,158,000	954,000	8,057,000	\$45,000
Second National	3,390,000	639,000	369,000	4,980,000	45,000
Ninth National	5,076,000	92,400	362,100	5,154,200	\$45,000
First National	21,370,500	4,049,900	1,470,300	20,122,300	442,800
Third National	5,125,700	211,000	42,000	5,356,000	44,800
N. Y. Nat. Exch.	2,454,100	51,700	143,500	1,258,900	195,000
Bowery	2,454,100	51,700	143,500	2,020,000	222,900
N. Y. County	2,180,400	631,600	114,100	2,802,400	180,000
German-American	2,674,400	435,800	134,700	2,503,400	
Chase National	7,824,700	1,875,200	534,000	8,180,200	\$7,500
Fifth Avenue	3,528,500	811,000	119,200	3,588,900	
German Exch'ge	2,664,700	106,600	424,400	3,040,500	
Germany	2,594,100	113,300	304,800	2,736,500	
United States	4,263,500	1,195,000	23,300	4,552,500	45,000
Lincoln	2,453,900	63,900	165,300	3,233,800	43,200
Garfield	2,453,100	43,100	132,000	2,924,200	45,000
Fifth National	1,478,100	419,700	186,800	1,754,800	123,000
B'k of the Metrop.	3,675,800	888,800	250,900	4,511,500	
West Side	1,855,600	305,900	232,500	2,049,000	
Seaboard	2,171,500	378,800	209,100	2,930,500	\$7,500
Sixth National	1,700,100	589,000	131,000	2,100,800	180,000
Western National	8,085,200	1,290,100	1,081,500	7,673,100	45,000
Total	369,377,800	72,541,400	30,641,100	375,077,100	7,618,900

**United States Sub-Treasury.**—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the week:

Date.	Receipts.	Payments.	Balances.
	\$	\$	\$
Mar 24	\$38,808	1,033,296	130,183,147
" 26	1,108,889	1,360,101	130,255,743
" 27	1,855,370	824,958	130,236,423
" 28	1,611,202	1,051,13	130,653,670
" 29	1,156,316	1,478,623	130,695,853
" 30	888,785	800,005	130,728,985
Total	7,489,370	6,548,226	130,728,985

**Auction Sales.**—The following were sold this week at auction by Messrs. Adrian H. Muller & Son:

**Shares.**

50 N. Y. Life Ins. & Trust Co. 560

200 Pennsylvania Coal Co. 260

200 Merchants Nat. Bank...126

120 Gallatin National Bank...215

84 Bank of N. Y. N. & A. A. 217

4 Imp. & Traders' Nat. B'k 340

100 American Surety Co. 106

\$12,000 Union Railway Co.

St. Joseph, 6s, 1903, Rodle

Nov. 1, 1888. .... 94

180 Amer. L'n & Tr. Co...100@97½ 210 \$24,000 Georgia 7s, 1890

50 Mercantile Trust Co....210 103½@104½

#### Banking and Financial.

WM. EDWARD COFFIN.

WALTER STANTON

#### COFFIN & STANTON,

BANKERS,

11 WALL STREET, NEW YORK.

NEGOTIATE

State, Municipal, Railroad, Water and Gas Bonds.

MONEY ADVANCED ON MARKETABLE SECURITIES.

# The Bankers' Gazette.

## DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed, (Days inclusive.)
<b>Railroads.</b>			
Camden & Atlantic pref.	2 1/2	April 16	Mar. 30 to —
Chicago R. L. & Pacific (quar.).	1 1/2	May 1	Mar. 31 to April 29
Delaware Lack. & Western.	1 1/2	April 20	April 5 to April 20
Missouri Pacific (quar.).	1 1/2	April 16	Mar. 30 to April 16
Nashville Chat. & St. L. (quar.).	1	April 20	April 10 to April 22
New York & New England, pref.	3 1/2	May 1	April 15 to May 1
Pittsburg, Ft. W. & C. guar. (quar.).	1 1/2	April 3	—
Do special (quar.).	1 1/2	April 2	—
St. Paul Minn. & Man. (quar.).	1 1/2	May 1	April 18 to May 1
<b>Banks.</b>			
Gallat in National.	5	April 6	Mar. 29 to April 5
United States National (quar.).	2	April 2	Mar. 27 to April 5

WALL STREET, FRIDAY, March 30, 1888—5 P. M.

**The Money Market and Financial Situation.**—To-day, being Good Friday, is a *diez-nos* at the Exchanges, and our week under review therefore ended with Thursday.

The stock market has been a disappointment to the holders of long stock, notwithstanding the fact that Missouri Pacific recovered so much from its demoralization of last week. Without any new causes of far-reaching influence, prices of stocks still tend toward weakness, being led in their decline by a few specialties which have particular reasons for their movement. In ordinary times these might have little effect on the rest of the market, but now it is rather apparent that the long-continued stagnation and the discouragement of many holders of stocks, has quite as much to do with the weakness as any events of recent occurrence.

The meeting of coal company officers this week seems to have been satisfactory, and prices are to be maintained by common consent, while the allotments will probably remain about the same as last year.

There is little doubt that one of the chief causes for distrust and hesitation among the large operators in stocks is the railroad situation west of Chicago. The rate war, the C. B. & Q. strike, and the M. K. & T. report of earnings for 1887 are three things which have had an unfavorable bearing so far this year, and have prejudiced to some extent the demand for Western stocks. Most persons have been inclined to wait for further developments, and the cessation of blizzards of one kind or another, together with the advent of a little genial weather, and genial sentiment between the railroads themselves and between the roads and their employes, before indulging freely in the purchase of the Western specialties.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 1 1/2 to 6 per cent, and Thursday the rates were 2@3 per cent. Prime commercial paper is quoted at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a loss in specie of £548,000, and the percentage of reserve to liabilities was 37.69, against 44.81 last week; the discount rate remains unchanged at 2 per cent. The Bank of France gained 1,550,000 francs in silver.

The New York Clearing House banks in their statement of March 24 showed a decrease in surplus reserve of \$599,025 the total surplus being \$9,413,225, against \$10,012,250 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks:

	1888. March 24.	Diff'renc's fr'm Prev. Week.	1887. March 26.	1886. March 27.
	\$	\$	\$	\$
Loans and discounts.	369,377,860	Dec. 317,600	365,403,000	356,058,600
Specie.	72,541,400	Dec. 257,300	79,602,700	79,084,600
Circulation.	7,613,900	Dec. 8,800	7,647,800	7,989,600
Net depositos.	375,077,100	Dec. 2,579,900	374,702,200	380,264,600
Legal tenders.	30,641,100	Dec. 986,700	20,259,700	28,778,700
Legal reserve.	93,769,275	Dec. 644,975	93,675,550	95,066,150
Reserve held.	103,182,500	Dec. 1,244,000	99,862,400	107,863,300
Surplus.	9,413,225	Dec. 599,025	6,186,850	12,797,150

**Exchange.**—The inquiry for sterling exchange has been quite limited all the week and the market has been very quiet. Rates have been well maintained, however, mainly because of the small supply of commercial bills in the market. There have been no special features. Posted rates are the same as a week ago, viz.: 4 86 1/2 and 4 88 1/2, though for a time some drawers were asking 4c more than these figures.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days' sterling, 4 86@4 86 1/2; demand, 4 87 1/2@4 88. Cables, 4 88@4 88 1/2. Commercial bills were 4 84 1/2@4 85. Continental bills were: Francs, 5 20@5 20 1/2 and 5 18@5 18 1/2; reichmarks, 95 1/2 and 95 1/2; guilders, 40 1/2@40 1/2 and 40 1/2@40 1/2; reichmarks, 95 1/2 and 95 1/2.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying 1/2 premium; selling 3 16@1/2 premium; Charleston, buying 1/2 premium; selling 1/2 premium; New Orleans, commercial, 75c. premium; St. Louis, 75@90c. premium; Chicago, 40c. premium.

The rates of leading bankers are as follows:

	March 30.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 86 1/2	4 88 1/2	
Prime commercial.	4 84 1/2@4 85	—	—
Documentary commercial.	4 84 1/2@4 84 1/2	—	—
Paris (francs).	5 20@5 10 1/2	5 18@5 17 1/2	
Amsterdam (guilders).	40 1/2@40 1/2	40 1/2@40 1/2	
Frankfort or Bremen (reichmarks).	95 1/2@95 1/2	95 1/2@95 1/2	

**Coins.**—The following are quotations in gold for various coins:

Sovereigns.	....\$4 90	Fine silver bars.	—94	....
Napoleons.	....3 85	Five francs.	—93	....
X X Reichenmarks.	....4 74	Mexican dollars.	—74	....
25 Pesetas.	....4 80	Do uncommer'1	—73 1/2	....
Span' Doubloons.	....15 60	Peruvian sols.	—74	....
Mex. Doubloons.	....15 55	English silver.	4 80	....
Fine gold bars.	....par @4 prem.	U. S. trade dollars.	—73	....

**United States Bonds.**—The market for Government bonds remains unchanged; transactions have been exceedingly limited, and prices have not fluctuated at all, remaining about where they were last week.

The closing prices at the N. Y. Board have been as follows:

Interest Periods	Mar. 24.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 29.	Mar. 30.
4 1/2s, 1891....reg.	Q. Mar.	106 1/2	106 1/2	106 1/2	106 1/2	106 1/2
4 1/2s, 1891....comp.	Q. Mar.	104 1/2	106 1/2	106 1/2	106 1/2	106 1/2
4s, 1907....reg.	Q. Jan.	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2
4s, 1907....comp.	Q. Jan.	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
6s, cur'ey, '95....reg.	J. & J. Mar.	120	120 1/2	120 1/2	120 1/2	120 1/2
6s, cur'ey, '96....reg.	J. & J. Mar.	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
6s, cur'ey, '97....reg.	J. & J. Mar.	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
6s, cur'ey, '98....reg.	J. & J. Mar.	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2
6s, cur'ey, '99....reg.	J. & J. Mar.	130	129 1/2	129 1/2	129 1/2	129 1/2

\* This is the price bid at the morning board; no *sale* was made.

**State and Railroad Bonds.**—In State bonds the business has been very light and there is nothing new to report. Quotations are nearly unchanged.

The railroad bond market has been somewhat unsettled by the fluctuations in stocks and has been quite irregular, with considerable weakness noticeable in many classes. The depression has been most marked in some of the lower-priced bonds, though it is to be noted that not a few of the higher-priced classes have given way a little. In the early part of the week there was a sharp recovery in Missouri Kansas & Texas bonds, which has since been maintained. Other classes, however, have gone still lower than they were before, though on Thursday a better tone prevailed. Erie 2ds have been firm, without special activity, and no issue of bonds has been conspicuous for large dealings.

**Railroad and Miscellaneous Stocks.**—Our report for the week ends with Thursday night, the Stock Exchange being closed to-day (Good Friday). The stock market has again been very much unsettled, and prices have declined still lower than they were last week. Business has been tolerably active on some days, and the activity has in each case been at the expense of values, the bears having been in practical control all the week. The activity, however, has been confined chiefly to a few leading stocks, and some of these have suffered most in the decline. The opening on Saturday, the 24th, was weak, under the lead of Missouri Pacific, which broke sharply to 70 1/2. The market then recovered somewhat, but the weakness and declining tendency were renewed, and have continued, with only slight interruptions, until the close. The influences which have helped this decline in values have not, as a rule, been general, but have related to special stocks; and there has really not been any new feature of sufficient importance to account for the sharp loss in values, which is due partly to the increase in bear sentiment and a general discouragement on the part of long holders.

The uncertainty about the Mo. Pac. dividend was settled on Monday, when it was declared at the rate of 1 1/2 per cent, or 6 per cent per annum. After this the stock became steadier, and has not been the leading feature, as it was last week; it recovered 7 points from the lowest figure (70 1/2), which was reached on Saturday last. Reading has taken the first place as the most active stock, and the dealings have been heavy. The price declined sharply, and almost steadily, though at the close it was a little higher than the lowest point of the week. The depression has been helped by the usual bear rumors in regard to the company's financial condition, but more particularly by the loss of earnings made in the first three months of the current fiscal year, in consequence of the strike among its employes and coal miners.

The other coal stocks have also lost considerable in sympathy, the depression in Lackawanna, Jersey Central and Delaware & Hudson having been quite marked. Next in importance have been the grangiers, and the most conspicuous of these have been St. Paul and Burlington & Quincy. An impression has prevailed that the old pool in St. Paul has been selling; however this may be, it is certain that considerable stock has been sold at declining prices. The turbulence of striking switchmen on the Burlington & Quincy road has also served to keep Western railroad matters in an uncertain condition. The whole market has been more or less disturbed by the declines in special stocks, and several of the less conspicuous stocks fell off sharply, such as Milwaukee Lake Shore & West, common and preferred and the St. Paul & Duluth stocks.

**STOCKS—PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING MARCH 30, AND SINCE JAN. 1, 1888.**

HIGHEST AND LOWEST PRICES.										Sales of the Week, Shares.			Range Since Jan. 1, 1888.		
STOCKS.	Saturday, March 24.	Monday, March 26.	Tuesday, March 27.	Wednesday, March 28.	Thursday, March 29.	Friday, March 30.				Lowest.	Highest.				
<b>Active RR. Stocks.</b>															
Atlantic & Pacific.....	*83s 85s	83s 85s	81s 85s	83s 83s	83s 81s	81s 81s				2,140	8	Mar. 29	10 <sup>4</sup>	Jan. 10	
Canadian Pacific.....	59 <sup>1</sup> <sub>2</sub> 59 <sup>3</sup> <sub>4</sub>	61 <sup>4</sup> 61 <sup>5</sup> <sub>4</sub>	60 <sup>2</sup> 60 <sup>3</sup> <sub>4</sub>	61 <sup>1</sup> <sub>2</sub> 61 <sup>3</sup> <sub>4</sub>	61 <sup>2</sup> 61 <sup>3</sup> <sub>4</sub>	61 <sup>2</sup> 61 <sup>3</sup> <sub>4</sub>				3,750	55 <sup>5</sup> <sub>6</sub>	Feb. 6	62 <sup>4</sup>	Jan. 3	
Canada Southern.....	50 <sup>1</sup> <sub>2</sub> 51	49 50 <sup>1</sup> <sub>2</sub>	49 <sup>1</sup> <sub>2</sub> 49 <sup>3</sup> <sub>4</sub>	49 <sup>1</sup> <sub>2</sub> 49 <sup>3</sup> <sub>4</sub>	49 49 <sup>1</sup> <sub>2</sub>	49 49 <sup>1</sup> <sub>2</sub>				14,000	49	Mar. 26	56 <sup>4</sup>	Jan. 9	
Central of New Jersey.....	77 <sup>3</sup> <sub>4</sub>	78 <sup>4</sup> <sub>5</sub>	77 78	76 <sup>4</sup> <sub>5</sub> 78 <sup>4</sup> <sub>5</sub>	74 74	74 74				15,250	74	Mar. 26	81 <sup>3</sup>	Feb. 25	
Central Pacific.....	*27 27 <sup>2</sup> <sub>3</sub>	26 <sup>2</sup> <sub>3</sub> 26 <sup>3</sup> <sub>4</sub>	27 <sup>2</sup> <sub>3</sub> 27 <sup>3</sup> <sub>4</sub>	27 <sup>2</sup> <sub>3</sub> 27 <sup>3</sup> <sub>4</sub>	27 27 <sup>2</sup> <sub>3</sub>	27 27 <sup>2</sup> <sub>3</sub>				300	26 <sup>2</sup> <sub>3</sub>	Mar. 26	33 <sup>2</sup>	Jan. 12	
Chesapeake & Ohio.....		1 1 <sup>4</sup> <sub>2</sub>	1 1 <sup>4</sup> <sub>2</sub>	1 1 <sup>4</sup> <sub>2</sub>	1 1 <sup>4</sup> <sub>2</sub>	1 1 <sup>4</sup> <sub>2</sub>				1,656	1	Mar. 26	54 <sup>2</sup>	Feb. 4	
Do 1st pref. 2d pref. ....	4 <sup>3</sup> <sub>4</sub> 4 <sup>1</sup> <sub>2</sub>	4 4 <sup>1</sup> <sub>2</sub>	4 <sup>1</sup> <sub>2</sub> 4 <sup>1</sup> <sub>2</sub>	4 4 <sup>1</sup> <sub>2</sub>	4 4 <sup>1</sup> <sub>2</sub>	4 4 <sup>1</sup> <sub>2</sub>				1,537	4	Mar. 26	10	Jan. 24	
Do 2d pref. ....	13 <sup>1</sup> <sub>2</sub> 13 <sup>3</sup> <sub>4</sub>	13 <sup>1</sup> <sub>2</sub> 2	2 2 <sup>1</sup> <sub>2</sub>	2 2 <sup>1</sup> <sub>2</sub>	2 2 <sup>1</sup> <sub>2</sub>	2 2 <sup>1</sup> <sub>2</sub>				867	1 <sup>3</sup> <sub>4</sub>	Mar. 26	29	130 <sup>2</sup>	Jan. 27
Chicago Burlington & Quincy.....	121 <sup>1</sup> <sub>2</sub> 122 <sup>1</sup> <sub>2</sub>	121 <sup>1</sup> <sub>2</sub> 122 <sup>1</sup> <sub>2</sub>	121 <sup>1</sup> <sub>2</sub> 122 <sup>1</sup> <sub>2</sub>	119 121 <sup>1</sup> <sub>2</sub>	118 <sup>2</sup> <sub>3</sub> 119 <sup>2</sup> <sub>3</sub>	118 <sup>2</sup> <sub>3</sub> 119 <sup>2</sup> <sub>3</sub>				8,080	118 <sup>2</sup> <sub>3</sub>	Mar. 29	130 <sup>2</sup>	Jan. 27	
Chicago Milwaukee & St. Paul.....	73 <sup>2</sup> <sub>3</sub> 74 <sup>5</sup> <sub>6</sub>	73 <sup>2</sup> <sub>3</sub> 74 <sup>5</sup> <sub>6</sub>	170 <sup>5</sup> <sub>6</sub> 174 <sup>1</sup> <sub>2</sub>	171 <sup>1</sup> <sub>2</sub> 174 <sup>1</sup> <sub>2</sub>	169 <sup>2</sup> <sub>3</sub> 171 <sup>1</sup> <sub>2</sub>	169 <sup>2</sup> <sub>3</sub> 171 <sup>1</sup> <sub>2</sub>				160,905	169 <sup>2</sup> <sub>3</sub>	Mar. 29	170 <sup>2</sup>	Feb. 24	
Chicago & Northwestern.....	115 <sup>2</sup> <sub>3</sub> 115 <sup>2</sup> <sub>3</sub>	115 <sup>2</sup> <sub>3</sub> 115 <sup>2</sup> <sub>3</sub>	x111 111 <sup>2</sup> <sub>3</sub>	111 124 <sup>1</sup> <sub>2</sub> 124 <sup>1</sup> <sub>2</sub>	111 111 <sup>2</sup> <sub>3</sub>	111 111 <sup>2</sup> <sub>3</sub>				201	111 <sup>2</sup> <sub>3</sub>	Mar. 27	116	Feb. 17	
Do 1st pref. ....	106 <sup>4</sup> <sub>5</sub> 106 <sup>7</sup> <sub>8</sub>	106 <sup>4</sup> <sub>5</sub> 107 <sup>1</sup> <sub>2</sub>	105 <sup>4</sup> <sub>5</sub> 107 <sup>1</sup> <sub>2</sub>	105 <sup>4</sup> <sub>5</sub> 106 <sup>4</sup> <sub>5</sub>	105 <sup>4</sup> <sub>5</sub> 106 <sup>4</sup> <sub>5</sub>	105 <sup>4</sup> <sub>5</sub> 106 <sup>4</sup> <sub>5</sub>				36,500	105 <sup>4</sup> <sub>5</sub>	Mar. 29	110 <sup>5</sup>	Jan. 3	
Chicago Rock Island & Pacific.....	*140 140 <sup>2</sup> <sub>3</sub>	140 140 <sup>2</sup> <sub>3</sub>	139 <sup>7</sup> <sub>8</sub> 139 <sup>7</sup> <sub>8</sub>	138 <sup>3</sup> <sub>4</sub> 139 <sup>2</sup> <sub>3</sub>	139 <sup>2</sup> <sub>3</sub> 139 <sup>2</sup> <sub>3</sub>	139 <sup>2</sup> <sub>3</sub> 139 <sup>2</sup> <sub>3</sub>				371	139 <sup>2</sup> <sub>3</sub>	Mar. 29	145 <sup>2</sup>	Feb. 1	
Chicago St. Louis & Pittsburgh.....	110 <sup>8</sup> <sub>9</sub> 110 <sup>4</sup> <sub>5</sub>	110 110 <sup>4</sup> <sub>5</sub>	110 110 <sup>4</sup> <sub>5</sub>	108 <sup>4</sup> <sub>5</sub> 110	107 <sup>4</sup> <sub>5</sub> 110	107 <sup>4</sup> <sub>5</sub> 108 <sup>7</sup> <sub>8</sub>				8,073	107 <sup>4</sup> <sub>5</sub>	Mar. 29	114 <sup>2</sup>	Jan. 10	
Do 1st pref. ....	*12 <sup>1</sup> <sub>2</sub> 12	12 12	12 12	12 12	12 13	12 13				105	12	Mar. 26	14 <sup>1</sup> <sub>2</sub>	Jan. 10	
Chicago St. Paul Min. & Om. ....	30 30 <sup>7</sup> <sub>8</sub>	31 31 <sup>3</sup> <sub>4</sub>	30 <sup>7</sup> <sub>8</sub> 31 <sup>3</sup> <sub>4</sub>	30 <sup>2</sup> <sub>3</sub> 30 <sup>3</sup> <sub>4</sub>	30 <sup>2</sup> <sub>3</sub> 30 <sup>3</sup> <sub>4</sub>	30 <sup>2</sup> <sub>3</sub> 30 <sup>3</sup> <sub>4</sub>				1,250	30	Mar. 24	38 <sup>4</sup>	Jan. 10	
Do 2d pref. ....	*34 34	35 35 <sup>1</sup> <sub>2</sub>	34 <sup>1</sup> <sub>2</sub> 35	34 <sup>4</sup> <sub>5</sub> 34 <sup>3</sup> <sub>4</sub>	34 <sup>4</sup> <sub>5</sub> 34 <sup>3</sup> <sub>4</sub>	34 <sup>4</sup> <sub>5</sub> 34 <sup>3</sup> <sub>4</sub>				610	34	Mar. 22	40 <sup>4</sup>	Jan. 10	
Cleveland Col. & Indiana.....	*47 47	47 47	45 <sup>1</sup> <sub>2</sub> 47	45 <sup>1</sup> <sub>2</sub> 45 <sup>1</sup> <sub>2</sub>	45 <sup>1</sup> <sub>2</sub> 45 <sup>1</sup> <sub>2</sub>	45 <sup>1</sup> <sub>2</sub> 45 <sup>1</sup> <sub>2</sub>				700	45	Mar. 29	53 <sup>2</sup>	Feb. 16	
Columbus Hocking Val. & Tol. ....	*17 <sup>1</sup> <sub>2</sub>		17 17	18 <sup>2</sup> <sub>3</sub> 18 <sup>2</sup> <sub>3</sub>	17 <sup>1</sup> <sub>2</sub> 17	17 <sup>1</sup> <sub>2</sub> 17				230	17	Mar. 21	25 <sup>7</sup>	Jan. 9	
Delaware Lackawanna & West. ....	126 <sup>7</sup> <sub>8 128<sup>1</sup><sub>2</sub></sub>	127 <sup>1</sup> <sub>2</sub> 127 <sup>7</sup> <sub>8</sub>	127 <sup>1</sup> <sub>2</sub> 128 <sup>8</sup> <sub>9</sub>	125 <sup>4</sup> <sub>5</sub> 128 <sup>8</sup> <sub>9</sub>	125 <sup>4</sup> <sub>5</sub> 128 <sup>8</sup> <sub>9</sub>	125 <sup>4</sup> <sub>5</sub> 128 <sup>8</sup> <sub>9</sub>				174,900	125	Mar. 29	133 <sup>4</sup>	Jan. 30	
Denver Rio G., assessm'tn.....	*15 <sup>1</sup> <sub>2</sub> 15 <sup>2</sup> <sub>3</sub>	15 <sup>1</sup> <sub>2</sub> 15 <sup>2</sup> <sub>3</sub>	15 <sup>1</sup> <sub>2</sub> 15 <sup>2</sup> <sub>3</sub>	17 17	17 17	17 17				150	16	Mar. 8	21	Jan. 6	
Do 1st pref. ....	44 44	44 <sup>1</sup> <sub>2</sub> 44 <sup>1</sup> <sub>2</sub>	44 <sup>1</sup> <sub>2</sub> 44 <sup>1</sup> <sub>2</sub>	44 <sup>1</sup> <sub>2</sub> 44 <sup>1</sup> <sub>2</sub>	45 <sup>1</sup> <sub>2</sub> 45 <sup>1</sup> <sub>2</sub>	45 <sup>1</sup> <sub>2</sub> 45 <sup>1</sup> <sub>2</sub>				500	44	Mar. 24	55	Jan. 23	
East Tennessee Va. & Ga. R'y. ....	*9 9 <sup>1</sup> <sub>2</sub>	*8 <sup>3</sup> <sub>4</sub> *8 <sup>3</sup> <sub>4</sub>	*8 <sup>3</sup> <sub>4</sub> *8 <sup>3</sup> <sub>4</sub>	*8 <sup>3</sup> <sub>4</sub> *8 <sup>3</sup> <sub>4</sub>	*8 <sup>3</sup> <sub>4</sub> *8 <sup>3</sup> <sub>4</sub>	*8 <sup>3</sup> <sub>4</sub> *8 <sup>3</sup> <sub>4</sub>				352	*8 <sup>2</sup> <sub>3</sub>	Mar. 22	107 <sup>5</sup>	Jan. 12	
Evansville & Terre Haute.....	*83 86	*83 86	*83 86	*83 86	*83 86	*83 86				762	18	Mar. 22	23 <sup>4</sup>	Feb. 4	
Fort Worth & Denver City.....	*40 41 <sup>2</sup> <sub>3</sub>	40 40	40 40	37 <sup>4</sup> <sub>5</sub> 39	34 <sup>3</sup> <sub>4</sub> 37 <sup>3</sup> <sub>4</sub>	34 <sup>3</sup> <sub>4</sub> 37 <sup>3</sup> <sub>4</sub>				2,100	34 <sup>3</sup> <sub>4</sub>	Mar. 25	46 <sup>4</sup>	Jan. 10	
Green Bay Winona & St. Paul.....	*18 <sup>3</sup> <sub>4</sub> 18 <sup>4</sup> <sub>5</sub>	*18 <sup>3</sup> <sub>4</sub> 18 <sup>4</sup> <sub>5</sub>	*18 <sup>3</sup> <sub>4</sub> 18 <sup>4</sup> <sub>5</sub>				200	7 <sup>2</sup> <sub>3</sub>	Mar. 20	94 <sup>3</sup>	Jan. 27				
Illinois Central.....	116 116	116 116	116 116	116 116 <sup>3</sup> <sub>4</sub>	116 117	115 116				515	114 <sup>2</sup>	Mar. 5	122 <sup>2</sup>	Feb. 3	
Ind. Bloom. & West.....	10 10	9 <sup>1</sup> <sub>2</sub> 10	9 <sup>1</sup> <sub>2</sub> 10	9 <sup>1</sup> <sub>2</sub> 9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub> 9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub> 9 <sup>1</sup> <sub>2</sub>				760	9 <sup>1</sup> <sub>2</sub>	Mar. 25	14	Jan. 20	
Kingston & Peabrooke.....	*29 <sup>1</sup> <sub>2</sub> 31	31 <sup>1</sup> <sub>2</sub> 31	31 <sup>1</sup> <sub>2</sub> 31	30 <sup>3</sup> <sub>4</sub> 33 <sup>1</sup> <sub>2</sub>	30 <sup>3</sup> <sub>4</sub> 33 <sup>1</sup> <sub>2</sub>	30 <sup>3</sup> <sub>4</sub> 33 <sup>1</sup> <sub>2</sub>				200	27 <sup>7</sup>	Jan. 16	31	Feb. 13	
Lake Erie & Western.....	43 43	42 <sup>1</sup> <sub>2</sub> 42 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub> 42 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub> 42 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub> 42 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub> 42 <sup>1</sup> <sub>2</sub>				1,380	42 <sup>1</sup> <sub>2</sub>	Mar. 29	47	Jan. 9	
Lake Shore & Mich. Southern.....	88 <sup>4</sup> <sub>5</sub> 88 <sup>4</sup> <sub>5</sub>	88 <sup>4</sup> <sub>5</sub> 89 <sup>1</sup> <sub>2</sub>	88 <sup>4</sup> <sub>5</sub> 89 <sup>1</sup> <sub>2</sub>	88 <sup>4</sup> <sub>5</sub> 89 <sup>1</sup> <sub>2</sub>	88 <sup>4</sup> <sub>5</sub> 89 <sup>1</sup> <sub>2</sub>	88 <sup>4</sup> <sub>5</sub> 89 <sup>1</sup> <sub>2</sub>				33,835	88	Mar. 29	95 <sup>4</sup>	Jan. 9	
Long Island.....	*89 91	*89 91	*89 91	*89 90	*89 90	*89 90				235	89	Jan. 9	91 <sup>2</sup>	Feb. 11	
Louisville & Nashville.....	52 <sup>1</sup> <sub>2</sub> 53 <sup>1</sup> <sub>2</sub>	53 <sup>1</sup> <sub>2</sub> 53 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub> 53 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub> 53 <sup>1</sup> <sub>2</sub>	53 <sup>1</sup> <sub>2</sub> 53 <sup>1</sup> <sub>2</sub>	53 <sup>1</sup> <sub>2</sub> 53 <sup>1</sup> <sub>2</sub>				25,168	52 <sup>1</sup> <sub>2</sub>	Mar. 22	64 <sup>4</sup>	Jan. 9	
Louis. New Alb. & Chicago.....	31 31 <sup>4</sup> <sub>5</sub>	31 <sup>4</sup> <sub>5</sub> 31 <sup>4</sup> <sub>5</sub>	31 <sup>4</sup> <sub>5</sub> 31 <sup>4</sup> <sub>5</sub>	30 <sup>3</sup> <sub>4</sub> 33 <sup>2</sup> <sub>3</sub>	30 <sup>3</sup> <sub>4</sub> 33 <sup>2</sup> <sub>3</sub>	30 <sup>3</sup> <sub>4</sub> 33 <sup>2</sup> <sub>3</sub>				200	31	Mar. 22	39	Jan. 13	
Manhattan Elevated, consol. ....	84 <sup>5</sup> <sub>6</sub> 85 <sup>4</sup> <sub>5</sub>	86 86	86 86	86 <sup>3</sup> <sub>4</sub> 86 <sup>3</sup> <sub>4</sub>	86 <sup>3</sup> <sub>4</sub> 86 <sup>3</sup> <sub>4</sub>	86 <sup>3</sup> <sub>4</sub> 86 <sup>3</sup> <sub>4</sub>				1,866	84 <sup>5</sup> <sub>6</sub>	Mar. 22	96	Jan. 10	
Michigan Central.....	77 <sup>8</sup> <sub>9</sub> 77 <sup>8</sup> <sub>9</sub>	77 <sup>8</sup> <sub>9</sub> 78	77 <sup>8</sup> <sub>9</sub> 78	77 <sup>8</sup> <sub>9</sub> 77	77 77	77 77				1,106	77	Mar. 5	87 <sup>3</sup> <sub>4</sub>	Jan. 9	
Mil. Lake Shore & West.....	*51 70	*50 70	*50 70	50 51	55 55	55 55				600	50	Mar. 27	80	Jan. 10	
Minneapolis & St. Louis.....	90 90	91 91	91 91	83 87	84 86	86 86				1,567	83	Mar. 27	104 <sup>2</sup>	Jan. 5	
Norfolk & Western.....	15 <sup>4</sup> <sub>5</sub> 15 <sup>4</sup> <sub>5</sub>	15 <sup>4</sup> <sub>5</sub> 16 <sup>1</sup> <sub>2</sub>	15 <sup>4</sup> <sub>5</sub> 16 <sup>1</sup> <sub>2</sub>	15 <sup>4</sup> <sub>5</sub> 17 <sup>1</sup> <sub>2</sub>	15 <sup>4</sup> <sub>5</sub> 17 <sup>1</sup> <sub>2</sub>	15 <sup>4</sup> <sub>5</sub> 17 <sup>1</sup> <sub>2</sub>				1,230	37 <sup>5</sup> <sub>6</sub>	Mar. 28	94 <sup>2</sup>	Feb. 11	
Northern Pacific.....	40 <sup>2</sup> <sub>3</sub> 42 <sup>1</sup> <sub>2</sub>	42 <sup>1</sup> <sub>2</sub> 43 <sup>3</sup> <sub>4</sub>	43 <sup>3</sup> <sub>4</sub> 43 <sup>2</sup> <sub>3</sub>	43 <sup>3</sup> <sub>4</sub> 43 <sup>2</sup> <sub>3</sub>	43 <sup>3</sup> <sub>4</sub> 43 <sup>2</sup> <sub>3</sub>	43 <sup>3</sup> <sub>4</sub> 43 <sup>2</sup> <sub>3</sub>				3,216	42	Mar. 5	47	Jan. 30	
Ohio & Mississippi.....	43 43	43 43	43 43	43 43	43 43	43 43				330	20 <sup>4</sup>	Mar. 17	23	Jan. 27	
Oregon & Trans. Continental.....	18 18 <sup>3</sup> <sub>4</sub>	18 <sup>3</sup> <sub>4</sub> 18 <sup>2</sup> <sub>3</sub>	17 <sup>1</sup> <sub>2</sub> 18 <sup>1</sup> <sub>2</sub>	18 <sup>1</sup> <sub>2</sub> 18 <sup>1</sup> <sub>2</sub>	18 <sup>1</sup> <sub>2</sub> 18 <sup>1</sup> <sub>2</sub>	18 <sup>1</sup> <sub>2</sub> 18 <sup>1</sup> <sub>2</sub>				1,711	42 <sup>2</sup>	Mar. 22	47 <sup>8</sup>	Jan. 10	
Pecos Decatur & Evansville.....	16 <sup>1</sup> <sub>2</sub> 17 <sup>1</sup> <sub>2</sub>	16 <sup>1</sup> <sub>2</sub> 17 <sup>1</sup> <sub>2</sub>	16 <sup>1</sup> <sub>2</sub> 17 <sup>1</sup> <sub>2</sub>				3,510	17 <sup>2</sup> <sub>3</sub>	Mar. 22	25	Jan. 31				
Philadelphia & Reading.....	58 <sup>7</sup> <sub>8</sub> 59 <sup>8</sup> <sub>9</sub>	57 <sup>4</sup> <sub>5</sub> 59 <sup>8</sup> <sub>9</sub>	57 <sup>4</sup> <sub>5</sub> 59 <sup>8</sup> <sub>9</sub>	55 <sup>8</sup> <sub>9</sub> 55 <sup>8</sup> <sub>9</sub>	55 <sup>8</sup> <sub>9</sub> 55 <sup>8</sup> <sub>9</sub>	55 <sup>8</sup> <sub>9</sub> 55 <sup>8</sup> <sub>9</sub>				4,445	17 <sup>8</sup> <sub>9</sub>	Mar. 21	22 <sup>4</sup>	Jan. 18	
Richmond & West P't Terminal.....	20 <sup>8</sup> <sub>9</sub> 21 <sup>2</sup> <sub>3</sub>	21 <sup>2</sup> <sub>3</sub> 21 <sup>2</sup> <sub>3</sub>	21 <sup>2</sup> <sub>3</sub> 21 <sup>2</sup> <sub>3</sub>	20 <sup>7</sup> <sub>8</sub> 21 <sup>2</sup> <sub>3</sub>	20 <sup>7</sup> <sub>8</sub> 21 <sup>2</sup> <sub>3</sub>	20 <sup>7</sup> <sub>8</sub> 21 <sup>2</sup> <sub>3</sub>				3,340	17 <sup>8</sup> <sub>9</sub>	Mar. 22	21 <sup>4</sup>	Jan. 19	
Rome Watertown & Ogdensburg.....	*28 <sup>1</sup> <sub>2</sub> 28	28 <sup>1</sup> <sub>2</sub> 28 <sup>1</sup> <sub>2</sub>	28 <sup>1</sup> <sub>2</sub> 28 <sup>1</sup> <sub>2</sub>	27 <sup>2</sup> <sub>3</sub> 28	27 <sup>2</sup> <sub>3</sub> 28	27 <sup>2</sup> <sub>3</sub> 28				43,613	54 <sup>7</sup> <sub>8</sub>	Mar. 28	67 <sup>2</sup>	Feb. 18	
St. Louis & San Francisco.....	*26 26	*28 28	*28 28	24 25	25 26	24 26				24,090	20 <sup>2</sup> <sub>3</sub>	Mar. 25	21 <sup>7</sup> <sub>8</sub>	Feb. 23	
Do 1st pref. ....	64 64 <sup>3</sup> <sub>4</sub>	65 <sup>1</sup> <sub>2</sub> 66 <sup>3</sup> <sub>4</sub>	65 <sup>1</sup> <sub>2</sub> 66 <sup>3</sup> <sub>4</sub>	63 <sup>2</sup> <sub>3</sub> 64 <sup>1</sup> <sub>2</sub>	63 <sup>2</sup> <sub>3</sub> 64 <sup>1</sup> <sub>2</sub>	63 <sup>2</sup> <sub>3</sub> 64 <sup>1</sup> <sub>2</sub>				1,133</td					

\* These are the prices bid and asked; no sale was made at the Board.

† Lower price is ex-dividend

† Prices from both Exchanges.

## BONDS—LATEST PRICES OF ACTIVE BONDS AT N. Y. STOCK EXCHANGE, AND RANGE SINCE JAN. 1, 1888

Railroad Bonds.	Closing.		Range since Jan. 1.		Railroad Bonds.	Closing.		Range since Jan. 1.	
	Mar. 23	Mar. 29	Lowest.	Highest.		Mar. 23	Mar. 29	Lowest.	Highest.
At&Pac.—W. D. Inc., 6s, 1910	22 <sup>1</sup> <sub>4</sub>	21 <sup>1</sup> <sub>4</sub>	21 <sup>1</sup> <sub>4</sub>	Mar. 27 <sup>1</sup> <sub>4</sub>	Jan. 83	Feb. 83	Feb. 119	Feb. 121 <sup>1</sup> <sub>4</sub>	Mar. 117 <sup>3</sup> <sub>4</sub>
Guar., 4s, 1937	81 <sup>1</sup> <sub>4</sub>	80	80	Jan. 83	Feb. 83	Feb. 113 <sup>1</sup> <sub>4</sub>	Mar. 113 <sup>1</sup> <sub>4</sub>	Mar. 117 <sup>3</sup> <sub>4</sub>	Jan.
Chi. South.—1st guar., 6s, 1908	104 <sup>1</sup> <sub>2</sub>	105 <sup>1</sup> <sub>2</sub>	105	Mar. 107	Jan. 107	Jan. 109 <sup>1</sup> <sub>2</sub>	Feb. 109 <sup>1</sup> <sub>2</sub>	Mar. 111	Mar.
2d, 5s, 1913	90	90 <sup>1</sup> <sub>2</sub>	89 <sup>1</sup> <sub>2</sub>	Jan. 94 <sup>1</sup> <sub>2</sub>	Jan. 94 <sup>1</sup> <sub>2</sub>	Jan. 107 <sup>1</sup> <sub>2</sub>	Feb. 107 <sup>1</sup> <sub>2</sub>	Mar. 104 <sup>1</sup> <sub>2</sub>	Feb.
Central of N. J.—1st, 7s, 1890	105 <sup>1</sup> <sub>2</sub>	105 <sup>1</sup> <sub>2</sub>	104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Jan. 105 <sup>1</sup> <sub>2</sub>	Jan. 109 <sup>1</sup> <sub>2</sub>	Feb. 109 <sup>1</sup> <sub>2</sub>	Jan. 110	Jan.
Consol., 7s, 1899	116 <sup>1</sup> <sub>2</sub>	116	116	Jan. 111 <sup>1</sup> <sub>2</sub>	Jan. 117 <sup>3</sup> <sub>4</sub>	Feb. 121 <sup>1</sup> <sub>2</sub>	Feb. 121 <sup>1</sup> <sub>2</sub>	Feb. 122	Feb.
Convert., 7s, 1902	120	119	115	Jan. 121	Feb. 121	Feb. 102	Feb. 102	Feb. 102	Feb.
Convert. deb., 6s, 1908	101	102	102	Feb.					
General mort., 5s, 1987	101	101 <sup>1</sup> <sub>2</sub>	98	Jan. 101 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 102	Feb. 102	Feb. 102	Feb.
Leb. & W.B.—con. 7s, 1909, ass't	112 <sup>1</sup> <sub>2</sub>	114	112 <sup>1</sup> <sub>2</sub>	Mar. 112 <sup>1</sup> <sub>2</sub>	Jan. 114 <sup>1</sup> <sub>2</sub>	Feb. 105 <sup>1</sup> <sub>2</sub>	Feb. 105 <sup>1</sup> <sub>2</sub>	Feb. 105 <sup>1</sup> <sub>2</sub>	Feb.
Am. Dock & Imp., 5s, 1921	105 <sup>1</sup> <sub>2</sub>	105 <sup>1</sup> <sub>2</sub>	101 <sup>1</sup> <sub>2</sub>	Jan. 105 <sup>1</sup> <sub>2</sub>	Mar.				
Central Pacific—gold 6s, 1898	114	114 <sup>1</sup> <sub>2</sub>	113 <sup>1</sup> <sub>2</sub>	Jan. 114 <sup>1</sup> <sub>2</sub>	Mar.				
San Joaquin Br. 6s, 1900	116	116	114 <sup>1</sup> <sub>2</sub>	Jan. 115 <sup>1</sup> <sub>2</sub>	Feb. 115 <sup>1</sup> <sub>2</sub>	Feb. 103 <sup>1</sup> <sub>2</sub>	Feb. 103 <sup>1</sup> <sub>2</sub>	Feb. 103 <sup>1</sup> <sub>2</sub>	Feb.
Land grant 6s, 1890	102 <sup>1</sup> <sub>2</sub>	102	102	Jan. 102 <sup>1</sup> <sub>2</sub>	Feb. 103 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb.
Mort. 6s, 1936	104	104	102 <sup>1</sup> <sub>2</sub>	Jan. 102 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb.
Ches. & O.—Pur. m. fund 6s, '98	105 <sup>1</sup> <sub>2</sub>	106	104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 114 <sup>1</sup> <sub>2</sub>	Feb. 105 <sup>1</sup> <sub>2</sub>	Feb. 105 <sup>1</sup> <sub>2</sub>	Feb. 105 <sup>1</sup> <sub>2</sub>	Feb.
6s, gold, ser. B, 1908, coup. of	66	66	62 <sup>1</sup> <sub>2</sub>	Mar. 62 <sup>1</sup> <sub>2</sub>	Feb. 70 <sup>1</sup> <sub>2</sub>	Feb. 66	68 <sup>1</sup> <sub>2</sub>	Mar. 68 <sup>1</sup> <sub>2</sub>	Mar.
Exten. coup., 4s, 1986	65 <sup>1</sup> <sub>2</sub>	64	63	Mar. 65 <sup>1</sup> <sub>2</sub>	Feb. 70 <sup>1</sup> <sub>2</sub>	Feb. 67	68 <sup>1</sup> <sub>2</sub>	Mar. 68 <sup>1</sup> <sub>2</sub>	Mar.
6s, currency, 1918	18 <sup>1</sup> <sub>2</sub>	17	17	Mar. 17	Feb. 28	Feb. 18 <sup>1</sup> <sub>2</sub>	Mar. 18 <sup>1</sup> <sub>2</sub>	Mar. 18 <sup>1</sup> <sub>2</sub>	Mar.
Mort. 6s, 1911	100	100	90 <sup>1</sup> <sub>2</sub>	Jan. 90 <sup>1</sup> <sub>2</sub>	Mar. 101 <sup>1</sup> <sub>2</sub>	Mar. 100	102 <sup>1</sup> <sub>2</sub>	Mar. 102 <sup>1</sup> <sub>2</sub>	Mar.
Ches. & S. W.—5s, 1911	103 <sup>1</sup> <sub>2</sub>	103	103 <sup>1</sup> <sub>2</sub>	Mar. 103 <sup>1</sup> <sub>2</sub>	Jan. 108 <sup>1</sup> <sub>2</sub>	Jan. 103 <sup>1</sup> <sub>2</sub>	Jan. 103 <sup>1</sup> <sub>2</sub>	Jan. 103 <sup>1</sup> <sub>2</sub>	Jan.
Chic. Bur. & Nor.—1st, 5s, 1926	102 <sup>1</sup> <sub>2</sub>	102	101 <sup>1</sup> <sub>2</sub>	Feb. 101 <sup>1</sup> <sub>2</sub>	Jan. 103 <sup>1</sup> <sub>2</sub>	Jan. 102 <sup>1</sup> <sub>2</sub>	Jan. 102 <sup>1</sup> <sub>2</sub>	Jan. 102 <sup>1</sup> <sub>2</sub>	Jan.
Chic. Bur. & Q.—Con. 7s, 1903	131	131	124 <sup>1</sup> <sub>2</sub>	Jan. 129 <sup>1</sup> <sub>2</sub>	Mar. 132 <sup>1</sup> <sub>2</sub>	Mar. 129 <sup>1</sup> <sub>2</sub>	Mar. 132 <sup>1</sup> <sub>2</sub>	Mar. 132 <sup>1</sup> <sub>2</sub>	Mar.
Debenture 5s, 1913	104 <sup>1</sup> <sub>2</sub>	105	104 <sup>1</sup> <sub>2</sub>	Jan. 104 <sup>1</sup> <sub>2</sub>	Feb. 107 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb.
Denver Divis., 4s, 1922	91	91	91	Jan. 91	Mar. 95	Mar. 91	Mar. 91	Mar. 91	Mar.
Chic. & East. Ill.—C. o. 6s, 1934	116 <sup>1</sup> <sub>2</sub>	116 <sup>1</sup> <sub>2</sub>	113	Jan. 117 <sup>3</sup> <sub>4</sub>	Feb. 114 <sup>1</sup> <sub>2</sub>	Feb.			
Chic. & Ind. Coal R., 1st, 5s, '36	93	93	97	Jan. 97	Mar. 100 <sup>1</sup> <sub>2</sub>	Mar. 97	Mar. 97	Mar. 97	Mar.
Chi. Mil. & St. P.—1st, I. M. 7s, '97	124 <sup>1</sup> <sub>2</sub>	124 <sup>1</sup> <sub>2</sub>	123 <sup>1</sup> <sub>2</sub>	Jan. 123 <sup>1</sup> <sub>2</sub>	Feb. 124 <sup>1</sup> <sub>2</sub>	Feb. 123 <sup>1</sup> <sub>2</sub>	Feb. 123 <sup>1</sup> <sub>2</sub>	Feb. 123 <sup>1</sup> <sub>2</sub>	Feb.
1st, So. Min. Div.—5s, 1910	112 <sup>1</sup> <sub>2</sub>	112 <sup>1</sup> <sub>2</sub>	111 <sup>1</sup> <sub>2</sub>	Jan. 111	Feb. 114 <sup>1</sup> <sub>2</sub>	Feb. 112 <sup>1</sup> <sub>2</sub>	Feb. 112 <sup>1</sup> <sub>2</sub>	Feb. 112 <sup>1</sup> <sub>2</sub>	Feb.
1st, Chi. & Pac. W. Div.—5s, '21	103 <sup>1</sup> <sub>2</sub>	103	101 <sup>1</sup> <sub>2</sub>	Jan. 101 <sup>1</sup> <sub>2</sub>	Feb. 105	Feb. 101 <sup>1</sup> <sub>2</sub>	Feb. 101 <sup>1</sup> <sub>2</sub>	Feb. 101 <sup>1</sup> <sub>2</sub>	Feb.
Wis. & Min. Div.—5s, 1921	101 <sup>1</sup> <sub>2</sub>	101 <sup>1</sup> <sub>2</sub>	100	Jan. 101 <sup>1</sup> <sub>2</sub>	Feb.				
Terminal 5s, 1914	102 <sup>1</sup> <sub>2</sub>	102 <sup>1</sup> <sub>2</sub>	102	Jan. 102 <sup>1</sup> <sub>2</sub>	Feb. 100	Feb. 101 <sup>1</sup> <sub>2</sub>	Feb. 101 <sup>1</sup> <sub>2</sub>	Feb. 101 <sup>1</sup> <sub>2</sub>	Feb.
Chic. & N. W.—Consol. 7s, 1915	141 <sup>1</sup> <sub>2</sub>	141 <sup>1</sup> <sub>2</sub>	139 <sup>1</sup> <sub>2</sub>	Jan. 143	Feb. 139 <sup>1</sup> <sub>2</sub>	Feb. 141 <sup>1</sup> <sub>2</sub>	Feb. 141 <sup>1</sup> <sub>2</sub>	Feb. 141 <sup>1</sup> <sub>2</sub>	Feb.
Gold, 7s, 1902	131	131	128 <sup>1</sup> <sub>2</sub>	Jan. 132	Feb. 128 <sup>1</sup> <sub>2</sub>	Feb. 131	Feb. 131	Feb. 131	Feb.
Sinking fund 6s, 1929	105	105	104 <sup>1</sup> <sub>2</sub>	Jan. 104 <sup>1</sup> <sub>2</sub>	Feb. 105	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb.
Sinking fund 5s, 1919	110 <sup>1</sup> <sub>2</sub>	108	108	Jan. 108	Feb. 111	Feb. 108	Feb. 108	Feb. 108	Feb.
Sinking fund debent., 5s, 1933	109 <sup>1</sup> <sub>2</sub>	110	108	Feb. 108	Feb. 109 <sup>1</sup> <sub>2</sub>	Feb.			
25-year debent., 5s, 1909	104 <sup>1</sup> <sub>2</sub>	104	103 <sup>1</sup> <sub>2</sub>	Jan. 103 <sup>1</sup> <sub>2</sub>	Feb. 105 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb.
Extension 4s, 1926	92 <sup>1</sup> <sub>2</sub>	93 <sup>1</sup> <sub>2</sub>	91 <sup>1</sup> <sub>2</sub>	Jan. 91	Mar. 95	Mar. 91	Mar. 91	Mar. 91	Mar.
Chi. R. I. & Pac.—6s, coup. 1917	131 <sup>1</sup> <sub>2</sub>	131 <sup>1</sup> <sub>2</sub>	131 <sup>1</sup> <sub>2</sub>	Jan. 132 <sup>1</sup> <sub>2</sub>	Feb. 133 <sup>1</sup> <sub>2</sub>	Feb. 131 <sup>1</sup> <sub>2</sub>	Feb. 131 <sup>1</sup> <sub>2</sub>	Feb. 131 <sup>1</sup> <sub>2</sub>	Feb.
Exten. & col. 5s, 1934	105	105	104 <sup>1</sup> <sub>2</sub>	Jan. 104 <sup>1</sup> <sub>2</sub>	Feb. 105 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb.
Chi. St. P. M. & O.—Consol. 6s, '30	120 <sup>1</sup> <sub>2</sub>	120 <sup>1</sup> <sub>2</sub>	122 <sup>1</sup> <sub>2</sub>	Jan. 121 <sup>1</sup> <sub>2</sub>	Feb. 123 <sup>1</sup> <sub>2</sub>	Feb. 120 <sup>1</sup> <sub>2</sub>	Feb. 120 <sup>1</sup> <sub>2</sub>	Feb. 120 <sup>1</sup> <sub>2</sub>	Feb.
Chi. St. L. Pitts.—1st, con. 5s, '32	94 <sup>1</sup> <sub>2</sub>	94 <sup>1</sup> <sub>2</sub>	94 <sup>1</sup> <sub>2</sub>	Jan. 94 <sup>1</sup> <sub>2</sub>	Feb. 99 <sup>1</sup> <sub>2</sub>	Feb. 98 <sup>1</sup> <sub>2</sub>	Feb. 98 <sup>1</sup> <sub>2</sub>	Feb. 98 <sup>1</sup> <sub>2</sub>	Feb.
C. C. & Ind.—Consol. 7s, 1914	126	126	123	Jan. 123	Feb. 129	Feb. 127	Feb. 127	Feb. 127	Feb.
Gen. 6s, 1934	110	110	109	Jan. 110	Feb. 110	Feb. 109	Feb. 109	Feb. 109	Feb.
Col. Coal & Iron—1st, 6s, 1906	101 <sup>1</sup> <sub>2</sub>	101 <sup>1</sup> <sub>2</sub>	100	Jan. 100	Feb. 101 <sup>1</sup> <sub>2</sub>	Feb. 100	Feb. 100	Feb. 100	Feb.
Col. H. Vsl. & Tel.—Con. 5s, '31	61	61	60	Jan. 60	Feb. 63	Feb. 59	Feb. 59	Feb. 59	Feb.
Gen. gold, 6s, 1904	70	69	68 <sup>1</sup> <sub>2</sub>	Jan. 68 <sup>1</sup> <sub>2</sub>	Feb. 75	Feb. 70	Feb. 70	Feb. 70	Feb.
Denver & Rio Gr.—1st, 7s, 1904	121 <sup>1</sup> <sub>2</sub>	121 <sup>1</sup> <sub>2</sub>	119 <sup>1</sup> <sub>2</sub>	Jan. 121 <sup>1</sup> <sub>2</sub>	Feb. 124 <sup>1</sup> <sub>2</sub>	Feb. 121 <sup>1</sup> <sub>2</sub>	Feb. 121 <sup>1</sup> <sub>2</sub>	Feb. 121 <sup>1</sup> <sub>2</sub>	Feb.
1st con., 4s, 1936	75 <sup>1</sup> <sub>2</sub>	75 <sup>1</sup> <sub>2</sub>	75	Jan. 75	Feb. 73	Feb. 72	Feb. 72	Feb. 72	Feb.
Den. & R. G.—1st, 6s, 1911	65	65	64	Jan. 64	Feb. 70	Feb. 65	Feb. 65	Feb. 65	Feb.
Ass'ted.	65	65	64	Jan. 64	Feb. 70	Feb. 65	Feb. 65	Feb. 65	Feb.
Den. & Pac. & P.—1st, 7s, '75	74	74	74	Feb. 77	Feb. 80 <sup>1</sup> <sub>2</sub>	Feb. 74	Feb. 74	Feb. 74	Feb.
Den. Mac. & M.—1d. gr. 3s, '49	39	39	34 <sup>1</sup> <sub>2</sub>	Jan. 34 <sup>1</sup> <sub>2</sub>	Feb. 43	Feb. 39	Feb. 39	Feb. 39	Feb.
Ex. T. V. & G. Ry.—Con. 5s, '56	99 <sup>1</sup> <sub>2</sub>	99 <sup>1</sup> <sub>2</sub>	95 <sup>1</sup> <sub>2</sub>	Jan. 95 <sup>1</sup> <sub>2</sub>	Feb. 99 <sup>1</sup> <sub>2</sub>	Feb. 94 <sup>1</sup> <sub>2</sub>	Feb. 94 <sup>1</sup> <sub>2</sub>	Feb. 94 <sup>1</sup> <sub>2</sub>	Feb.
Eliz. Lex. & B. Sandy—6s, 1902	99	99	98	Jan. 97	Jan. 104	Jan. 98	Jan. 98	Jan. 98	Jan.
Long Dock, 7s, 1893	112 <sup>1</sup> <sub>2</sub>	113 <sup>1</sup> <sub>2</sub>	111	Jan. 111	Feb. 114 <sup>1</sup> <sub>2</sub>	Feb. 112 <sup>1</sup> <sub>2</sub>	Feb. 112 <sup>1</sup> <sub>2</sub>	Feb. 112 <sup>1</sup> <sub>2</sub>	Feb.
Con. 6s, 1935	118	118	116 <sup>1</sup> <sub>2</sub>	Jan. 116 <sup>1</sup> <sub>2</sub>	Feb. 118	Feb. 118	Feb. 118	Feb. 118	Feb.
N. Y. L. E. & W.—2d con. 6s, 1969	95 <sup>1</sup> <sub>2</sub>	94 <sup>1</sup> <sub>2</sub>	94 <sup>1</sup> <sub>2</sub>	Jan. 94 <sup>1</sup> <sub>2</sub>	Feb. 97 <sup>1</sup> <sub>2</sub>	Feb.			
Fl. W. & Denv.—1st, 6s, 1921	79	79	78 <sup>1</sup> <sub>2</sub>	Jan. 78 <sup>1</sup> <sub>2</sub>	Feb. 82 <sup>1</sup> <sub>2</sub>	Feb. 78 <sup>1</sup> <sub>2</sub>	Feb. 78 <sup>1</sup> <sub>2</sub>	Feb. 78 <sup>1</sup> <sub>2</sub>	Feb.
Gal. Bar. & San. Ant.—1st, 6s, '10	102	102	103 <sup>1</sup> <sub>2</sub>	Jan. 101 <sup>1</sup> <sub>2</sub>	Feb. 106	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb.
2d, 6s, 1905	107	107	105	Jan. 105	Feb. 109	Feb. 107	Feb. 107	Feb. 107	Feb.
2d, 5s, 1909, tr. rec.	87	87	87	Jan. 87	Feb. 88	Feb. 87	Feb. 87	Feb. 87	Feb.
Income, 6s, 1921, tr. rec.	17	17	16	Feb. 16	Feb. 18	Feb. 17	Feb. 17	Feb. 17	Feb.
Int. & G. N. R.—1st, 6s, gold, '19	102 <sup>1</sup> <sub>2</sub>	104	99 <sup>1</sup> <sub>2</sub>	Jan. 99 <sup>1</sup> <sub>2</sub>	Feb. 111 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb. 102 <sup>1</sup> <sub>2</sub>	Feb.
Coupon, 6s, 1909	64	64	63 <sup>1</sup> <sub>2</sub>	Jan. 63 <sup>1</sup> <sub>2</sub>	Feb. 77	Feb. 64	Feb. 64	Feb. 64	Feb.
Kent. Centr.—Gold 4s, 1987	70	70	69	Jan. 69	Jan. 75	Jan. 70	Jan. 70	Jan. 70	Jan.
Knoxv. & O.—1st, 6s, gold, 1925	91	91	89 <sup>1</sup> <sub>2</sub>	Jan. 89 <sup>1</sup> <sub>2</sub>	Feb. 94 <sup>1</sup> <sub>2</sub>	Feb. 91	Feb. 91	Feb. 91	Feb.
L. Erie & W.—1st, 5s, 1957	104	104	101 <sup>1</sup> <sub>2</sub>	Jan. 101 <sup>1</sup> <sub>2</sub>	Feb. 105 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb. 104 <sup>1</sup> <sub>2</sub>	Feb.
LakeShb.—Con. coupl., 7s, 1900	125	125	125	Feb. 125	Feb. 127	Feb. 125	Feb. 125	Feb. 125	Feb.
Con. coupl., 7s, 1903	123 <sup>1</sup> <sub>2</sub>	123 <sup>1</sup> <sub>2</sub>	122 <sup>1</sup> <sub>2</sub>	Jan. 122 <sup>1</sup> <sub>2</sub>	Feb. 124 <sup>1</sup> <sub>2</sub>	Feb. 123 <sup>1</sup> <sub>2</sub>	Feb. 123 <sup>1</sup> <sub>2</sub>	Feb. 123 <sup>1</sup> <sub>2</sub>	Feb.
Long Island—1st, 7s,									

## BONDS—STOCK EXCHANGE QUOTATIONS ON FRIDAY OF INACTIVE RAILROAD BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
<b>Railroad Bonds.</b> (Stock Exchange Prices.)			Eliz. C. & N.—S. f. deb., 6s. . . . .	1921		Pacific RR.—Central Pacific—	1895	114 3/4
Atch. Top. & San. Fe.—4 1/2s . . . . .	1920		1st mortg., 6s . . . . .	1920		Gold bonds, 6s . . . . .	1895	114 3/4
Sinking fund, 6s . . . . .	1911	106 3/4	2d, extended, 7s . . . . .	1897	123	Gold bonds, 6s . . . . .	1896	114 3/4
Collateral Trust, 5s . . . . .	1937	93 3/4	3d, extended, 4 1/2s . . . . .	1923	111	Gold bonds, 6s . . . . .	1897	114 3/4
Beech Creek—1st gold, 4s . . . . .	1936	75	4th, extended, 5s . . . . .	1920	114	Cal. & Oregon—Ser. B, 6	1892	100
Balt. & Ohio—1st 6s, Park B. . . . .	1919	*	5th, 6s . . . . .	1888	102 3/4	West. Pacific—Bonds, 6s . . . . .	1899	112
5s, gold . . . . .	1925	105	1st, cons., 6d, coup., 7s . . . . .	1920	127	No. Railway (Cal.)—1st, 6s . . . . .	1907	114 3/4
Bost. H. Tun. & W.—Deb., 5s. . . . .	1913		Reorg., 1st, 6s, 6s . . . . .	1908		Union Pac.—1st, 6s . . . . .	1896	113
Brown & Elev.—1st, G. 6s . . . . .	1924	105	B. N. & E.—1st, 7s . . . . .	1916	134	1st, 6s . . . . .	1897	113 1/2
2d, 3-5s . . . . .	1915	80	N. Y. L. E. & W.—Col. tr., 6s . . . . .	1922	103	1st, 6s . . . . .	1898	114
Burl. Ce. & P.—No.—1st, 6s . . . . .	1906		Funded coup., 5s . . . . .	1969	89	Col. Trust, 6s . . . . .	1908	104
Consel. & Ind. tr., 5s . . . . .	1934		Buff. & S. W.—Mortg., 6s . . . . .	1908		Col. Trust, 5s . . . . .	1907	93 1/2
Registered . . . . .			Evan. & T. H.—1st, cons., 6s . . . . .	1921		C. Br. U. P.—F. C., 7s . . . . .	1895	104
Minn. & St. L.—1st, 7s, 7s . . . . .	1927		Mt. Vernon—1st, 6s . . . . .	1923		Atch. Col. & Pac.—1st, 6s . . . . .	1905	102 1/2
Iowa C. & West.—1st, 7s . . . . .	1909	*	Evans, Indian.—1st, cons., 6s . . . . .	1926		Atch. J. Co. & W.—1st, 6s . . . . .	1905	
Ced. Rap. I. F. & N., 1st 6s . . . . .	1920	*	Ut. So.—Gen., 7s . . . . .	1909		Ut. So.—Gen., 7s . . . . .	1909	90
1st 5s . . . . .	1921		Exten., 1st, 7s . . . . .	1909				87
Central Iowa—1st, 7s, Tr. Rec. . . . .	1899							
East'n Div., 1st, 6s . . . . .	1912							
Illinois Division—1st 6s . . . . .	1912							
Cons. gold bonds, 6s . . . . .	1924							
Cent. RR. & Banking Co., Ga.—								
Collateral gold, 5s . . . . .	1937	100	1st, gold, 4s . . . . .	1951	104	Missouri Pacific—		
Chees. & O.—gold, ser. A . . . . .	1908	*105	1st, gold, 3 1/2s . . . . .	1951	92	Verd.'s V. Ind. & W., 1st, 5s . . . . .	1926	
Chees. O. & Co. West.—2d 6s . . . . .	1911		Springt. Div.—Coup., 6s . . . . .	1898		Ler. & C'y Val A. L., 1st, 5s . . . . .	1926	
Chicago & Alton—1st, 7s . . . . .	1893	113 1/2	Middle Div.—Reg., 5s . . . . .	1921	111	St. Louis & San Francisco—		
Sinking fund, 6s . . . . .	1903	124	C. St. L. & N. O. Ten. L., 7s . . . . .	1897	116	1st, 6s, Pierce C. & O. . . . .	1919	105
Louis. & Mo. River—1st, 7s . . . . .	1900	119	1st, consol., 7s . . . . .	1897	117	Equipment, 7s . . . . .	1895	
2d 7s . . . . .	1900	118	2d, 6s . . . . .	1907		1st, trust, gold, 5s . . . . .	1987	
St. L. Jacks. & Chic.—1st, 7s . . . . .	1894	116	Gold, 5s, coupon . . . . .	1951	118	Kan. City & S.—1st, 6s . . . . .	g. 1916	102
1st, guar. (564), 7s . . . . .	1894	116	Registered . . . . .		118	Ft. S. & V. B. Bg.—1st, 6s . . . . .	1910	
2d mortg. (360), 7s . . . . .	1898	116	Dub. & S. C.—2d Div., 7s . . . . .	1894	75	St. L. K. & So. Wn.—1st, 6s . . . . .	1916	
2d, guar. (188), 7s . . . . .	1898	116	Ced. Falls & Minn.—1st, 7s . . . . .	1907	80	Tex. & Pac.—1st, 6s . . . . .	1905	106
Miss. R. Bridge—1st, s. f. 6s . . . . .	1912	107	Indianap. D. & Spr.—			Consol., 6s, trust receipts. 1905		104
Chic. Burling. & Q.—			1st, 7s, ex. fund, coupon . . . . .	1906	102 1/2	Pennsylvania RR.—		
5s, sinking fund . . . . .	1901		Lake Shore & Mich. So.—		103 1/2	Pa. Co.'s guar, 4 1/2s, 1st cp. . . . .	1921	106 1/2
Iowa Div.—Sink. fund, 5s . . . . .	1919		Clev. P. & A.—7s . . . . .	1892		Pa. Co.'s 4 1/2s, reg. . . . .	1921	105 1/2
Sinking fund, 4s . . . . .	1919	*	Buff. & Er.—New bonds, 7s . . . . .	1898		Pitts. C. & St. L.—1st, cp., 7s . . . . .	1900	117
Plain, 4s . . . . .	1921		Kal. & W. Pigeon—1st, 7s . . . . .	1890		2d, 7s . . . . .	1913	
Nebraska Extension 4s . . . . .	1927	92 1/2	Det. M. & T.—1st, 7s . . . . .	1906	125	Clev. & P.—Cons., s. fd., 7s . . . . .	1900	126
Chic. Burl. & No.—Deb., 6s . . . . .	1896	92 1/2	Lake Shore—Div. bonds, 7s . . . . .	1899	123 1/2	Pitts. Cleve. & Tol.—1st, 6s . . . . .	1922	106 1/2
Des Moines & Ft. D.—1st, 4s . . . . .	1905		Consol., reg., 1st, 7s . . . . .	1900	123 1/2	Pitts. Junction—1st, 6s . . . . .	1922	104
1st, 2 1/2s . . . . .	1905		Consol., reg., 2d, 7s . . . . .	1903	122 1/2	Pitts. McK. & Y.—1st, 6s . . . . .	1932	115
Extension, 4s . . . . .	1905	*	Mahon's Coal RR.—1st, 5s . . . . .	1934	122 1/2	Rochester & Pittsburg—		
Keok. & Des M.—1st, 5s . . . . .	1923	106 1/2	Long Island RR.—		Buff. Rock. & Pitts.—Gen., 5s . . . . .	1937	93 100	
Chic. Milw. & St. P.—			N. Y. & M. Beach—1st, 7s . . . . .	1897		Rich. & Danv.—Deb. ex. cp. 6s . . . . .	1927	85 88
1st, 8s, P. D.—	1898	127	N. Y. B. & M. B.—1st, g., 5s . . . . .	1935		Consol. mort., gold, 5s . . . . .	1936	82 85
2d, 7s-10s, P. D.—	1898	118	Louisville & Nashville—			Atl. & Char.—1st, pr., 7s . . . . .	1897	
1st, 8s, g., R. D.—	1902		Cecilian Branch—7s . . . . .	1907	105	Incomes . . . . .	1900	
1st, La Crosse Division, 7s . . . . .	1893	114	Pensacola Div.—6s . . . . .	1920	100 1/2	Rich. & W. P. Terl. Trust 6s . . . . .	1897	84 1/2
1st, I. & D., 7s . . . . .	1899	119	St. Louis Div.—1st, 6s . . . . .	1921	111	San Ant. & Arans.—1st, 6s . . . . .	1916	
1st, C. & M., 7s . . . . .	1903	125	2d, 3s . . . . .	1950	57	1st, 6s, 1886 . . . . .	1926	87 89
1st, 7s, I. & D. Ext.—	1908	124	Nashv. & Decatur—1st, 7s . . . . .	1900	117	Scioto Val.—1st, cons., 7s . . . . .	1910	50
1st, S. W. Div., 6s . . . . .	1909	113 1/2	S. & N. Ala.—S. f., 6s . . . . .	1910	106	Coupons off . . . . .		
1st, 5s, La C. & Dav.—	1919	102	Louisv. & Nashville—			St. Louis & Iron Mountain—		
1st, H. D., 7s . . . . .	1910	121	5 p. c. 50 year gold bds . . . . .	1937	99	Arkansas Branch—1st, 7s . . . . .	1895	109
1st, H. D., 5s . . . . .	1910		Pensacola & At.—1st, 6s . . . . .	1921	106 1/2	Cairo Ark. & T.—1st, 6s . . . . .	1897	108
Chicago & Pacific Div., 6s . . . . .	1910	119 1/2	St. Louis Div.—1st, 6s . . . . .	1921	111	St. Altom & Ter. Haute—		
Chic. & Mo. Riv. Div., 5s . . . . .	1926		2d, 3s . . . . .	1950	57	Belle & St. Ill.—1st, 8s . . . . .	1896	115
Mineral Point Div., 5s . . . . .	1910	100 1/2	McLean Cent.—New, ass., 4s . . . . .	1911	22	Belle & St. C.—1st, 6s . . . . .	1923	112
C. & L. Sup. Div., 5s . . . . .	1921	100	Income, 3s . . . . .	1911	22	St. Louis & Chic.—1st, con. 6s . . . . .	1927	81
Fargo & South, 6s, Assu . . . . .	1924		Michigan Cent.—6s . . . . .	1909	106	St. Paul Minn. & Man.—		
Inc. conv. sink. fund, 5s . . . . .	1916		Coupons off . . . . .		106	Dakota Exten.—6s . . . . .	1910	120
Dakota & St. South, 5s . . . . .	1916		Montana Exten.—1st, g., 4s . . . . .	1937	81	Montana Exten.—1st, g., 4s . . . . .	1937	82 84
Chicago & Northwestern—			Conv. Deb., 5s . . . . .	1907		Registered . . . . .		
Escanaba & L. S.—1st, 6s . . . . .	1901	112	Michigan Div.—1st, 6s . . . . .	1924				
Des M. & Minn.—1st, 7s . . . . .	1907	122	Minn. & St. L.—1a Ex.—1st, 7s . . . . .	1909	94			
Iowa Midland—1st, 8s . . . . .	1900		2d, 24 1/2s . . . . .	1891	100			
Peninsula—1st, conv., 7s . . . . .	1898	120	Southwest Ext.—1st, 7s . . . . .	1910				
Chic. & Milwaukee—1st, 7s . . . . .	1898	118	Pacific Ext.—1st, 6s . . . . .	1921				
Win. & Milwaukee—1st, 7s . . . . .	1898	130	Minn. & Pac.—1st Div., 5s . . . . .	1936				
Mil. & Madi.—1st, 6s . . . . .	1905	113	Minn. & Pac.—1st Div., 5s . . . . .	1936				
Ott. C. F. & St. P.—1st, 5s . . . . .	1904	104	Min. & Pac.—1st Div., 5s . . . . .	1934	58			
Northern Ill.—1st, 5s . . . . .	1910	104	Min. & Pac.—1st Div., 5s . . . . .	1934	58			
Cl. Col. Cin. & Ind.—1st, 7s, s. f. 99	1921		Mo. K. & T. Cons., 2d, inc., 1911					
Consol. sink, fd., 7s . . . . .	1914		H. & Cent. Mo.—1st, 6s . . . . .	1890				
Chic. S. P. & Minn.—1st, 6s . . . . .	1918	124 1/2	Mobile & Ohio—Col. tr., 6s . . . . .	1892	102			
No. Wisconsin—1st, 6s . . . . .	1930	125 1/2	St. L. & Cairo—4, 4s, guar . . . . .	1931	70			
St. Paul & S. C.—1st, 6s . . . . .	1919	125 1/2	Morgan's La. & T.—1st, 6s . . . . .	1920	108			
Chic. & E. Ill.—1st, s. f., cur. 1907	1907	117	2d, 4 1/2s . . . . .	1937				
Gen. con., 1st, 5s . . . . .	1937		N. Y. H. & H.—1st, reg., 4s . . . . .	1903	105			
Otto. & W. Div.—1st, s. f. 6s . . . . .	1919	114	N. Y. T. & Mex.—1st, 4s . . . . .	1912				
Chic. & St. Louis—1st, 6s . . . . .	1915		Northern Pac.—Gen. 3d, 6s . . . . .	1937	91			
Cin. L. St. L. Chic.—1st, g., 4s . . . . .	1936		Dividend scrip . . . . .					
Registered . . . . .			Dividend extended . . . . .					
Cin. Jack. & Mac.—1st, g., 5s . . . . .	1936		James River Val.—1st, 6s . . . . .	1936	104			
Col. & Green.—1st, 6s . . . . .	1916		Do Dakota Div.—1st, 6s . . . . .	1937	103			
2d, 8s . . . . .	1926		Do E. Val. & Butte—1st, 6s . . . . .	1937	121			
Col. & Cin. Midland—1st, 6s . . . . .	1914		Drummond & P'bg.—1st, 5s . . . . .	1937	125			
Ceur d'Alene, 6s, gold . . . . .	1916	100	Helena & Red M'n—1st, g., 6s . . . . .	1937	115 1/2			
Del. Lack. & West—			La M. & M. Riv.—1st, 5s . . . . .	1937	115 1/2			
Convertible 7s . . . . .	1892		Do Manitoba—1st, g., 6s . . . . .	1936	100			
Mortgage, 7s . . . . .	1907	132	Do Dakota Div.—1st, 6s . . . . .	1937	105			
Syrax. Bing. & N. Y.—1st, 7s . . . . .	1906	133	Do E. Val. & Butte—1st, 6s . . . . .	1937	116 1/2			
Morris & Essex—1st, 7s . . . . .	1914	141 1/2	Drummond & P'bg.—1st, 5s . . . . .	1937	109			
2d, 7s . . . . .	1900	117	Helena & Red M'n—1st, g., 6s . . . . .	1937	116 1/2			
7s of 1901 . . . . .	1901	124	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
1st, con., guar., 7s . . . . .	1915	135	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Del. & Hud. Canal—1st, 7s . . . . .	1891	107 1/2	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
1st, ext., 7s . . . . .	1891	108 1/2	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Coupon, 7s . . . . .	1894	117	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Registered, 7s . . . . .	1894		Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Pa. Div., coup., 7s . . . . .	1917	135	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Registered . . . . .			Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Albany & Susque.—1st, 7s . . . . .	1888	102 1/2	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
1st, cons., guar., 7s . . . . .	1906	130	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Registered . . . . .			Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
1st, cons., guar., 6s . . . . .	1906	122 1/2	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Registered . . . . .			Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Rens. & Sar.—1st, coup., 7s . . . . .	1921	142	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Registered . . . . .			Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Det. Mack. & Mar.—1st, 6s . . . . .	1921	140	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Det. Bay. C. & Alp.—1st, 6s . . . . .	1913		Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Duluth & Iron Range—1st, 5s . . . . .	1915	106	Do La M. & M. Riv.—1st, 5s . . . . .	1937	116 1/2			
Dul. So. Sh. & At.—5s . . . . .	1937	87 1/						

# Investment AND Railroad Intelligence.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., January, March, May, July, September and November, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others at \$1 per copy.

The General Quotations of Stocks and Bonds heretofore published on the first Saturday of each month, occupying six pages of the CHRONICLE, will hereafter be published on the third Saturday of each month. These General Quotations will next appear, therefore, on Saturday, April 21, and after that on the following days in 1883, viz: May 19, June 16, July 21, August 18, September 15, October 20, November 17 and December 15.

## RAILROAD EARNINGS.

**Gross Earnings to Latest Dates.**—The latest railroad earnings and the totals from Jan. 1 to latest date are given below for all the railroad companies whose reports can be obtained.

ROADS.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
	Week or Mo	1887-8.	1886-7.	1887-8.
Ind. Bloom. & W.	14th wk Jan	\$52,042	\$58,962	\$187,365
Ind. Dee. & Spr	February	23,732	27,985	52,203
Ind. & St. Louis	3d wk Mar.	39,984	42,778	419,247
Jack. T. & K. W.	February	57,947	53,912	107,196
Kanawha & Ohio	February	19,871	8,127	40,846
K.C. Fts. & Gulf	2d wk Mar.	44,382	51,135	477,397
Kan. C. Sp. & M.	2d wk Mar.	30,117	38,830	336,008
Kan. C. Cl. & Sp	2d wk Mar.	4,667	4,281	47,563
Kentucky Cent	February	71,301	64,232	144,010
Keokuk & West	3d wk Mar.	4,917	6,287	70,313
Kings'tn & Pem.	January	3,128	2,544	29,307
Knoxy. & Ohio	43,094	41,201	43,094	
Lake E. & West	3d wk Mar.	32,726	41,757	391,044
Lehigh & Hud.	February	17,691	20,334	34,759
L. Rock & Mem.	2d wk Mar.	14,288	16,829	166,975
Long Island.....	2d wk Feb	33,221	25,518	349,276
Lou. & Mo. Riv.	December	39,001	46,597	589,639
Louis.E. & St.L.	3d wk Mar.	16,335	24,716	205,775
Louisv. & Nashv.	27,070	288,460	3,423,572	3,280,627
Louisv. N. & Cht.	3d wk Mar.	36,105	41,892	402,210
Louisv. N. & T.	3d wk Mar.	38,711	32,432	501,838
Lykens Valley.....	February	94,773	39,935	194,115
Mar. Col. & St. L.	December	6,773	4,613	86,889
Minn. & St. L.	3d wk Mar.	30,465	32,539	346,669
Mexican Cent.	126,000	84,410	1,354,492	1,075,029
Mexican & Gulf	February	158,041	131,578	336,474
Mil. N. & Gulf Rwy	Wk. Mar. 10	38,268	58,822	287,064
Mil. L. Sh. & W.	3d wk Mar.	39,741	55,758	715,706
Milwaukee & St. L.	18,595	19,629	450,754	
Minn. & St. L.	February	106,398	103,364	186,998
Min. St. St. M. & A.	January	30,457	10,147	30,457
Mobile & Ohio.....	February	207,847	206,498	409,965
Nash. Ch. & St. L.	February	248,835	249,461	519,641
Natchez Jac. & St.	January	13,896	13,790	29,431
New Brunswick.....	46,309	46,613	46,309	
N.Y. Cen. & H.R.	February	2,586,183	2,451,831	5,303,187
N.Y. L. & W.	February	2,048,280	1,937,665	3,938,463
N.Y. & New Eng.	3d wk Mar.	386,953	364,518	3,811,225
N.Y. Ont. & W.	February	23,518	24,371	272,305
N.Y. Phila. & N.J.	January	37,576	34,758	37,576
N.Y. Sus. & W.	February	116,864	98,341	236,391
Norfolk & West.	3d wk Mar.	85,655	68,407	1,021,303
N. Theatnstr. (S.C.)	January	59,704	56,252	56,252
Northern Cent'l.	February	45,471	488,990	907,192
Ohio & Miss.	3d wk Mar.	265,866	215,892	2,387,882
Ohio River.....	75,946	100,920	822,250	
Ohio Southern.....	3d wk Mar.	6,641	4,771	71,711
Omaha & St. L.	February	47,702	45,928	106,888
Oregon Imp. Co.....	February	26,151	39,434	62,589
Oreg. R. & N. Co.	January	342,879	263,351	342,879
Pennsylvania.....	February	445,247	240,840	717,845
Penn. Compn.	February	1,379,455	3,988,788	8,573,433
No. West. sys.	December	1,585,696	1,350,956	18,532,322
No. West. sys.	December	1,287,937	1,166,064	14,362,552
Peeria Dec. & Ev.	4th wk Feb	14,000	15,600	.....
Phila. & Erie.....	223,744	260,052	223,744	
Phila. & Read'l.	February	1,106,357	1,518,256	2,036,597
Coal & Iron Co.	February	283,444	1,118,021	616,271
Tot. both Co's.	February	1,389,098	2,636,277	2,652,869
Pitts. & West'n.	3d wk Mar.	21,595	31,258	354,008
Pitts' Royal & Aug.	January	36,216	27,295	36,216
P.R. & W. Car.	January	31,327	26,268	31,327
R&W.P. Ter. Co.	3d wk Mar.	3d wk Mar.	3d wk Mar.	3d wk Mar.
Rich. & Davy.....	105,600	95,775	1,129,589	996,775
Va. Mid. Div.	3d wk Mar.	34,775	31,350	361,221
C. & C. A. Div.	3d wk Mar.	18,600	16,600	242,016
Col. & Gr. Div.	3d wk Mar.	12,700	11,100	172,593
West. N. C. Div.	3d wk Mar.	15,350	15,050	153,415
W. O. & W. Div.	3d wk Mar.	1,850	1,725	21,675
Ash. & Sp. Div.	3d wk Mar.	2,200	1,000	22,549
Total all 3d wk Mar.	191,075	172,600	2,063,185	1,822,252
Rome W. & Og.	January	212,446	184,576	212,446
St.L. Alt. & T.H.	3d wk Mar.	39,984	42,778	419,247
Branches.....	2d wk Mar.	19,940	16,430	188,167
St.L. Ark. & Tex.	3d wk Mar.	44,085	41,293	575,351
St.L. & San Fran.	3d wk Mar.	106,880	117,760	1,072,449
St.P. Min. & Man.	3d wk Mar.	27,091	19,947	206,606
S.Ant. & Ar. Pass.	February	55,015	434,809	1,037,436
Scioto Valley.....	3d wk Mar.	50,351	.....	172,175
Seab'rd & Roan.	January	54,073	56,224	54,073
Shenandoah Val.	January	46,575	40,452	46,575
South Carolina.....	February	55,000	57,620	109,100
Gal. Har. & S.A.	January	276,065	221,392	276,065
Louis' West.	January	61,023	58,539	64,023
Morgan's L&F.	January	472,266	388,274	472,266
N. Y. T. & Mex.	January	7,827	12,159	7,827
Tex. & N. O.	January	95,864	81,534	95,864
Atlan.C. system	January	917,767	742,198	917,767
Pacific system	January	2,330,998	1,661,617	2,330,998
Total of all 3d wk Mar.	3,246,763	2,403,815	3,246,763	2,403,815
So. Pac. R.R.	January	137,088	148,188	1,727,245
Ind. Div. (Cal.)	November	465,903	342,848	3,885,483
So. Div. (Cal.)	December	234,704	129,545	1,756,519
Arizona Div.	December	99,937	59,213	667,196
New Mex. Div.	January	8,852	5,861	8,852
Spar. Un. & Col.	January	41,392	39,601	84,173
St. Paul, R.R.	February	121,719	88,079	278,692
Summit Branch	February	10,720	11,561	174,390
Texas & Pacific	3d wk Mar.	109,024	91,906	1,320,157
Tol. A. & N. M.	3d wk Mar.	10,711	18,273	104,138
Tol. & Ohio Cent.	3d wk Mar.	18,273	18,230	259,687
Tol. & W.	3d wk Mar.	15,676	26,300	190,559
Union Pacific.....	January	1,727,832	1,737,353	1,727,832
W. of Ohio.	February	91,534	139,996	1,043,066
Wab. Western.	3d wk Mar.	456,114	483,549	456,114
Wab. E. of Miss.	January	51,423	40,805	100,863
Western of Ala.	February	50,700	48,890	580,523
West. N. Y. & Pa.	3d wk Mar.	85,030	77,570	170,735
Wheeling & L. E.	February	18,074	14,461	146,465
Wil. Col. & Aug.	January	74,769	69,307	74,769
Wisconsin Cen.	3d wk Mar.	68,093	68,002	650,724

: And branches.

\* Mexican currency.

a All lines included.

**Latest Gross Earnings by Weeks.**—The latest weekly earnings in the foregoing table are separately summed up as follows:

Our weekly statement again shows a decrease, the falling off being slight, however, amounting only to 4.04 per cent. The causes for the falling off are the same as those previously mentioned.

3d week of March.	1888.	1887.	Increase.	Decrease.
Atlantic & Pacific	47,145	60,318		\$13,173
Buffalo Rock & Pittsburg	37,299	36,284	1,015	
Cairo Vin. & Chic.	13,507	17,057		\$3,550
Californian Southern	28,573	35,637		7,064
Canadian Pacific	195,000	134,000	61,000	
Chicago & Atlantic	33,392	50,786		17,394
Chicago & East. Ills.	41,806	44,318		2,512
Chicago & Ind. Coal	9,120	6,500	2,620	
Chicago Mill. & St. Paul	430,500	486,365		55,865
Chic. & West Michigan	26,764	30,236		3,472
Cincinnati Jack. & Mack	8,926	7,430	1,496	
Cin. N. O. & Texas Pac.	59,607	52,993	6,614	
Alabama Gt. Southern	27,020	26,374	646	
New Orleans & N. E.	15,432	10,050	5,382	
Vicksburg & Meridian	8,764	9,095		331
Vicksburg Shrev. & Pac.	8,816	7,439	1,377	
Cin. Rich. & F. W.	9,582	8,938	644	
Cin. Wash. & Balt.	37,025	37,958		930
Cleveland & Marietta	5,075	8,088		3,013
Col. Cin. Midland	5,154	5,809		655
Denver & Rio Grande	116,000	128,400		12,400
Denver & R. Grande West	21,100	18,075	3,025	
Detroit Lans. & North	16,327	21,422		5,095
Evansville & Indiana	3,867	4,697		830
Evansville & T. H.	15,864	15,877		13
Flint & Pere Marquette	50,919	53,933		3,014
Georgia Pacific	27,011	21,575	5,436	
Grand Rapids & Indiana	42,770	47,638		4,868
Other lines	4,310	3,328	991	
Great Trunk of Canada	282,809	386,494		103,685
Keokuk & Western	4,317	6,287		1,370
Kingston & Pembroke	8,124	2,544	584	
Lake Erie & Western	32,726	41,777		9,051
Louisv. Evansv. & St. L.	16,335	24,416		8,381
Louisv. & Nashville	27,070	285,460		11,390
Louisv. le N. Alb. & Chic.	36,105	41,892		5,787
Louisville N. O. & Texas	33,711	32,432	6,279	
Mexican Central	120,000	84,110	35,590	
Milwaukee L. Sh. & West	39,741	57,758		16,017
Milwaukee & Northern	18,595	19,629		1,034
New York Ont. & West	23,518	24,371		853
Norfolk & Western	85,655	68,407	17,248	
Northern Pacific	265,866	215,892	49,974	
Ohio & Mississippi	75,946	100,920		24,074
Ohio River	6,641	4,771	1,870	
Pittsburg & Western	21,595	31,258		9,663
Richmond & Danville	105,600	95,775	9,825	
Virginia Mid. Div.	34,775	31,350	3,425	
Char. C. & A. Div.	18,600	16,600	2,000	
Col. & Gr. Div.	12,700	11,100	1,600	
West North Car. Div.	15,350	15,050	300	
Wash. O. & W. Div.	1,850	1,725	125	
Ash. & Spar. Div.	2,200	1,000	1,200	
*St. L. Alt. & T. H. M. Line	39,984	42,778		2,794
St. Louis Ark. & Texas	44,085	41,293	2,792	
St. Louis & San Fran.	106,880	117,760		10,880
St. Paul & Duluth	27,091	19,947	7,144	
Texas & Pacific	109,024	91,906	17,118	
Toledo Ann. A. & No. Mich	10,711	11,561		850
Toledo & Ohio Central	18,278	18,230	43	
Tol. Peoria & Western	15,676	26,300		10,624
Wabash Western	91,534	139,996		48,462
Western N. Y. & Penn	50,700	48,800	1,900	
Wheeling & Lake Erie	18,074	14,461	3,613	
Wisconsin Cent. (all lines)	68,093	68,002	91	
<b>Total (65 roads)</b>	<b>3,487,245</b>	<b>3,634,252</b>	<b>252,967</b>	<b>399,974</b>
<b>Net decrease (4.04 p. c.)</b>			<b>147,007</b>	

including Indianap. & St. Louis.

For the week ending March 17.

**Net Earnings Monthly to Latest Dates.**—The tables following show the latest net earnings reported this week, the returns for each road being published here as soon as received, but not kept standing from week to week. The first statement includes all roads for the latest month and from January 1, 1888; following that we give the totals for the fiscal year on those companies whose fiscal year does not correspond with the calendar year.

#### MONTH AND CALENDAR YEAR.

	February.	Jan. 1 to Feb. 29.
Roads.	1888.	1887.
Balt. & Potomac	Gross. 113,949	110,528
	Net.. 36,605	32,819
Camden & Atl. & Brs.	Gross. 33,341	25,804
	Net.. def. 3,233 df. 15,109 def. 12,504 def. 23,561	66,275
Canadian Pacific	Gross. 837,994	510,646
	Net.. 46,922 df. 69,440	1,639,199
		1,154,139
		69,208 def. 47,937
Cin. Ind. St. L. & Chic.	Gross. 200,194	196,671
	Net.. 68,033	75,553
Cleveland & Canton	Gross. 26,370	22,551
	Net.. 6,465	2,169
Clev. Col. Cin. & Ind.	Gross. 522,520	523,087
	Net.. 113,703	149,979
		239,633
		297,795
Denv. & Rio Gr. West.	Gross. 88,049	70,717
	Net.. 13,588	17,204
Det. Bay City & Alpena	Gross. 34,726	26,083
	Net.. 12,558	12,086
Ft. Worth & Den. City	Gross. 71,349	40,039
	Net.. 29,169	16,579
Kentucky Central	Gross. 71,301	64,232
	Net.. 26,217	20,743
Keokuk & Western	Gross. 24,788	24,197
	Net.. 5,431	7,757
Louisv. N. Or. & Tex.	Gross. 225,660	179,230
	Net.. 71,648	53,564
Memphis & Char.	Gross. 144,618	125,375
	Net.. 31,874	54,810
N. Y. Lake E. & West.	Gross. 2,048,250	1,923,665
	Net.. 609,298	596,613
		1,141,632
		1,125,761
Net, less rentals	441,495	434,130
		802,074
		780,313

Road.	February.		Jan. 1 to Feb. 29.	
	1888.	1887.	1887-8.	1886-7.
N.Y. Ont. & Western.	Gross. 108,136	86,405	215,708	176,571
	Net.. 4,939	794	8,595	2,638
Norfolk & Western	Gross. 350,768	299,332	731,569	578,637
	Net.. 128,758	126,657	287,393	228,842
Northern Central	Gross. 454,751	488,990	907,192	1,003,938
	Net.. 147,571	196,167	275,818	426,392
Northern Pacific	Gross. 936,085	525,728	1,639,692	1,097,149
	Net.. 187,920	26,602	196,536	67,323
Ohio & Mississippi	Gross. 290,678	311,028	595,505	606,247
	Net.. 71,000	85,519	156,503	171,323
Oregon Ry. & Nav. Co.	Gross. 445,247	240,840	717,845	515,099
	Net.. 1,358,283	1,380,157	2,364,203	2,594,508
Phila. & Reading	Gross. 1,106,357	1,518,256	2,036,597	3,089,077
	Net.. 349,132	725,862	449,774	1,451,570
Coal & Iron Co.	Gross. 283,444	1,118,021	616,271	1,555,771
	Net.. df. 125,475	5,545def. 129,199	130,190	29,272
Total both Co's.	Gross. 1,389,801	2,636,277	2,652,869	5,244,848
	Net.. 223,657	731,407	150,045	1,480,842
Pitts. & Western	Gross. 133,405	125,101	276,255	278,207
	Net.. 33,029	10,446	72,623	.....
*Tenn. Coal & Iron Co.	Gross. 45,300	56,400	109,800	119,700
Tol. & Ohio Central	Gross. 103,257	77,734	211,469	163,690
	Net.. 43,308	32,138	86,340	66,487
West Jersey & Brs.	Gross. 85,030	77,570	170,735	154,398
	Net.. 23,845 def. 4,180	25,065	19,844	.....

\*Partial stoppage of furnaces to make connection with new plant.

Roads.	January.		Jan. 1 to Jan. 31.	
	1888.	1887.	1888.	1887.
Duluth So. Sh. & Atl.	Gross. 77,050	42,778	77,050	42,778
	Net.. 4,889 def. 2,554	4,889 def. 2,554	4,889 def. 2,554	4,889 def. 2,554
Wheeling & Lake Erie	Gross. 69,314	51,632	69,314	51,632
	Net.. 19,367	10,446	19,367	10,446
December.				
1887.	1886.	1887.	1886.	
Atchison Top. & S. F.	Gross. 1,495,954	1,524,929	18,461,366	15,984,307
	Net.. 675,838	753,151	8,604,075	7,863,350
California Southern	Gross. 162,741	102,369	149,226	75,659
	Net.. 46,903	40,648	59,720	61,395
MONTH AND FISCAL YEAR.				
February.	Jan. 1 to Feb. 29.	February.	Jan. 1 to Feb. 29.	
1888.	1887.	1888.	1887.	
N. Y. Lake E. & West.	Gross. 2,048,280	1,923,665	11,111,516	10,699,369
	Net.. 609,298	596,613	3,661,999	3,717,078
Net, less rentals	441,495	434,130	612,122	503,679
N. Y. Ont. & West.	Gross. 108,136	86,105	612,122	503,679
	Net.. 4,939	794	63,609	39,141
February.				
1888.	1887.	1887.	1886.	
Road.				
Ft. Worth & Den. City	Gross. 71,349	40,039	282,712	176,385
	Net.. 29,169	16,579	111,968	84,902
February.				
1888.	1887.	1887.	1886.	
Road.				
Phila. & Reading	Gross. 1,106,357	1,518,256	3,752,233	4,665,791
	Net.. 349,132	725,862	1,243,406	2,119,863
Coal & Iron Co.	Gross. 283,444	1,118,021	2,189,693	3,498,296
	Net.. df. 125,475	5,545def. 134,334	7,623	.....
Total both Co's.	Gross. 1,389,801	2,636,277	5,941,947	8,164,086
	Net.. 223,657	731,407	898,073	2,127,485

#### ANNUAL REPORTS.

Cleveland Columbus Cincinnati & Indianapolis Railway.

(For the year ending December 31, 1887.)

The report of the President, Mr. J. D. Layng, states that the operating expenses of the combined lines show an increase of \$477,941; but, as compared with the previous year, \$205,578 has been charged to this account which was in that year charged to "additions," making the actual increase in expenses, as compared with the previous year, \$272,362. On the same basis of comparison, the percentage of expenses to earnings would have been 62.44 per cent, a reduction from the previous year of 3.72 per cent.

While the results have been treated as a whole, "the net earnings of the Cincinnati & Springfield Road over all expenses, fixed charges and betterments, have been \$3,979, a gain over 1886 of \$89,128—this division having been self-supporting. The Indianapolis & St. Louis Road has reduced its deficit from \$435,581 in 1886 to \$214,479 in 1887. When it is considered that of this amount of deficit \$126,217.77 was for the interest due this company for advances, which amount of interest so charged was included in the earnings of the C. C. & I. Company, the actual loss in operation for the year just closed has been but \$88,261. In this connection I state that the board, by resolution in November, directed that this interest should not hereafter be charged, as it is at best a

fictitious earning. The decrease in the interest and dividends, as shown by the statement, of \$14,027, is accounted for by the fact that for the months of October, November and December the interest on the Indianapolis & St. Louis indebtedness, aggregating \$42,000, was not charged.

While the ton-mileage increased 9.02 per cent, the revenue increased 11.89 per cent, and the rate received per ton per mile for the entire system for the year 1887 was 74 cents, against 72.75 cents in 1886. The cost per ton per mile increased from 49.2 cents in 1886 to 51.1 cents in 1887, an increase of 3.86 per cent, which is largely accounted for by charging to "operating expenses" the amount heretofore charged to "additions to property," as previously stated.

The gradual depletion of equipment for many years up to December 31, 1886, amounted in value, on the C. C. C. & I. Railway, to \$702,912, and on the Cincinnati & Springfield Railway to \$34,582. The directors, after a careful consideration of the question, decided to charge the estimated cost to replace this shortage to surplus account, and make corresponding credit to capital account, all of which will appear on the general balance sheet in the report of the Auditor.

The litigation with the St. Louis Alton & Terre Haute Railway Company, by which that company seeks to obtain in payment of its back rental such portion of the proceeds of the sale of the Indianapolis & St. Louis Road as is necessary to meet such claim, is now being argued before the United States Supreme Court.

"No bonds have been sold during the year. Bonds to the amount of \$33,000 have been redeemed, and are held in the treasury. The company has no floating debt other than that from current operations of the road, and has sufficient balance of cash in the treasury to provide for its current obligations."

The comparative statistics for four years, compiled for the CHRONICLE, are as below given.

OPERATIONS AND FISCAL RESULTS.				
	1884.	1885.	1886.	1887.
Miles owned.....	391	391	391	391
<i>Operations</i>				
Passenger carried.....	938,647	820,607	956,591	1,008,031
Passenger mileage.....	42,176,610	38,145,360	39,496,055	43,453,750
Rate per pass. \$ per mile.....	2,133 cts.	2,091 cts.	2,150 cts.	2,282 cts.
Freight (tons) moved.....	2,347,792	2,513,780	2,644,021	2,808,149
Freight (tons) mle'd.....	397,675,278	428,691,381	423,545,857	452,776,169
Av. rate \$ ton \$ per mile.....	0.633 cts.	0.577 cts.	0.679 cts.	0.700 cts.
<i>Earnings</i>				
Passenger.....	899,435	797,679	849,168	991,445
Freight.....	2,518,873	2,471,863	2,877,157	3,170,564
Mail, express, &c. ....	182,038	186,865	194,165	196,380
Total gross earn'gs.....	3,600,346	3,456,407	3,920,490	4,358,393
Oper. exp. & taxes....	2,875,853	2,812,192	2,699,361	2,915,931
Net earnings.....	724,493	644,225	1,221,129	1,442,453
<i>INCOME ACCOUNT.</i>				
1884. * 1885. 1886. 1887.				
Receipts—	\$	\$	\$	\$
Net earnings.....	724,493	644,225	1,221,129	1,442,458
Rentals and interest.....	211,396	213,032	263,626	258,004
Miscellaneous.....	13,805	.....	.....	.....
Total income....	949,694	857,257	1,484,755	1,700,462
<i>Disbursements</i>				
Interest on debt....	602,540	659,385	702,810	700,675
Miscellaneous.....	102,633	79,396	2,133	1,800
Total disbursements....	705,173	739,281	704,943	702,475
Balance surplus....	241,521	* 117,976	* 779,812	* 997,987

\* From the surplus as here given each year, there was spent for additions to property: In 1885, \$177,144; in 1886, \$183,418; in 1887, \$122,607.

#### Chicago Milwaukee & St. Paul Railway.

(For the year ending December 31, 1887.)

The full report of Vice-President Bond will be found on a subsequent page. This gives details of the year's operations and explanations as to the company's various affairs much more completely than the space in this column would permit. Some comments upon the report will also be found in the editorial columns.

The comparison of statistics for four years past, compiled in the usual form for the CHRONICLE, is as follows:

ROAD AND EQUIPMENT.				
	1884.	1885.	1886.	1887.
Miles operated.....	4,804	4,921	5,298	5,669
Locomotives.....	653	684	704	740
Pas. mail & exp. cars.....	517	575	596	608
Freight & other cars.....	19,690	19,477	21,730	22,023
<i>Operations</i>				
Passenger carried.....	4,904,678	4,819,187	5,481,400	6,144,068
Passenger mileage.....	225,851,443	214,550,187	234,444,700	230,444,573
Rate per pass. \$ per mile.....	2.55 cts.	2.56 cts.	2.42 cts.	2.54 cts.
Freight (tons) moved.....	6,023,016	6,482,868	7,085,072	7,573,795
Freight (tons) mle'd.....	124,773,723	133,772,1453	148,650,913	162,934,501
Av. rate \$ ton \$ per mile.....	1.29 cts.	1.28 cts.	1.17 cts.	1.09 cts.
<i>Earnings</i>				
Passenger.....	5,766,843	5,499,737	5,661,690	5,849,261
Freight.....	16,128,964	17,101,742	17,358,294	17,742,142
Mail, express, &c. ....	1,573,191	1,811,794	1,698,419	1,774,721
Total gross earn'gs.....	23,470,998	24,413,273	24,713,403	25,366,124
<i>Operating expenses</i>				
Maint'nce of way.....	\$	\$	\$	\$
Maint'nce of equip't.....	2,339,635	2,551,327	2,641,977	2,871,902
Transportation exp. ....	2,574,437	2,430,809	2,327,875	2,342,314
Taxes.....	8,102,668	8,646,132	8,675,045	9,190,936
Miscellaneous.....	702,060	733,545	759,350	767,026
Total operating exp. ....	13,859,629	14,512,471	14,500,264	15,326,694
Net earnings.....	9,611,369	9,900,302	10,158,139	10,039,430
Pr. ct. op. ex. to earn's.....	59.65	59.45	58.90	60.42

\* Includes renewal of track. † Including elevators, stock-yards, personal injuries and damages to property, legal, insurance, rent of cars, trackage, &c.

INCOME ACCOUNT.				
	1884.	1885.	1886.	1887.
Receipts—	\$	\$	\$	\$
Net earnings.....	9,611,369	9,900,802	10,158,139	10,039,430
Other receipts.....	82,307	105,939	144,654	272,825
Total income....	9,693,676	10,006,741	10,302,793	10,312,255
<i>Disbursements</i>				
Interest on debt.....	\$	\$	\$	\$
Divs. on both stocks*.....	5,918,608	6,096,573	6,241,093	6,456,637
Rate of dividend.....	3,321,167	2,394,039	3,053,076	3,257,523
7 both	7 & 4	7 & 5	7 & 5	7 & 5
Total disbursements.....	9,239,775	8,490,612	9,294,169	9,714,160
Balance for year....	453,901	1,516,129	1,008,624	598,095

\* These are the actual dividends paid in the year, without regard to the time when they were earned.

#### GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1884.	1885.	1886.	1887.
Assets—	\$	\$	\$	\$
Railroad, equip'm't &c	149,426,734	154,228,775	165,898,616	177,371,430
Stks & bds own., cost	1,228,283	754,792	877,486	2,909,148
Co's bonds, &c.	1,144,261	1,054,261	1,034,261	3,365,000
Bills & acc'ts rec'able	1,146,059	1,452,309	768,782	1,140,909
Materials, fuel, &c.	1,483,365	1,543,217	2,048,985	2,927,171
Cash on hand.....	2,971,133	4,262,378	4,682,434	2,716,319
Ill. & Iowa coal lands	680,475	617,026	583,526	546,654
Total assets.....	156,936,049	162,858,497	174,859,829	190,979,631
Liabilities—	\$	\$	\$	\$
Stock, common.....	30,944,261	30,544,261	30,944,261	30,944,361
Stock, preferred.....	16,350,932	21,540,930	21,555,900	21,555,900
Fun'ds in debt.....	100,254,000	101,470,000	111,658,000	119,236,000
All other dues, acc'ts, &c.	2,093,163	164,958	143,825	3,494,910
Unpaid pay-rolls, &c.	1,610,661	1,729,269	2,249,109	2,896,432
Income account.....	5,532,981	7,049,109	8,057,734	4,074,998
Total liabilities.....	156,936,049	162,858,497	174,859,829	190,979,631

#### Chicago St. Paul Minneapolis & Omaha.

(For the year ending December 31, 1887.)

The annual report of this company shows that the increase of mileage during the year was 34.09, made up of 33 miles constructed from Salem to Mitchell, Dak., opened for business June 27, and 1 mile extension to Neillsville, opened for business December 19.

The total bonded debt on December 31 was \$23,187,334. This amount includes \$75,000 of Minneapolis Eastern Railway bonds, guaranteed, and a small amount of convertible scrip. \$492,142 of consolidated mortgage bonds and scrip were issued during the year for 33 miles of extension of railroad from Salem to Mitchell. The bonds so issued are all held in the treasury of the company. The bonds of this company now on hand include consolidated mortgage bonds and scrip, \$369,309.

In the land department during the year 1887, 39,870 acres were sold, leaving 621,144 acres unsold December 31. The net receipts of the West and North Wisconsin grants, included in income account, were \$654,501, being amounts received for lands sold, payments on notes and contracts, interest, etc., less the expenses of the department, taxes, etc., showing a decrease of \$86,564 as compared with last year. The balance of bills receivable and land contracts now held by the company is \$2,495,570.

The following statistics for four years have been compiled in the usual form for the CHRONICLE:

	1884.	1885.	1886.	1887.
<i>Miles operated</i>				
	1,319	1,340	1,365	1,399
<i>Operations</i>				
Passenger carried.....	904,795	1,015,33	1,144,493	1,365,887
Passenger mileage.....	58,671,281	47,504,486	54,663,633	65,711,317
Rate per pass. \$ per mile.....	2.45 cts.	2.75 cts.	2.60 cts.	2.82 cts.
Freight (tons) car'd.....	2,003,802	2,089,640	2,266,335	2,624,392
Fr'tg (t'n) - mileage	329,795,473	335,863,003	374,037,737	435,373,718
Av. rate \$ ton \$ per mile.....	1.25 cts.	1.27 cts.	1.19 cts.	1.14 cts.
<i>Earnings</i>				
Passenger.....	1,430,711	1,305,515	1,413,218	1,748,225
Freight.....	4,132,530	4,255,398	4,466,734	4,902,910
Mail, express, &c.....	221,690	253,397	273,315	289,738
Total gross earnings.....	5,784,931	5,814,810	6,153,267	6,940,873
Oper'g exp. & txs. ....	4,007,022	3,721,151	3,848,575	4,633,615
Net earnings.....	1,777,909	2,093,659	2,304,692	2,307,258
P.c. of op. ex. to earn's.....	69.26	63.99	62.55	66.76
<i>INCOME ACCOUNT.</i>				
Receipts—	\$	\$	\$	\$
Net earnings.....	1,777,909	2,093,659	2,304,692	2,307,258
Net from land grants.....	651,125	721,995	741,065	654,501
Other receipts.....	212,221	33,235	73,959	39,954
Total income....	2,641,255	2,848,889	3,119,716	3,001,713
Disbursements—	\$	\$	\$	\$
Rentals paid.....	49,174	62,982	117,009	82,288
Interest on debt.....	1,320,146	1,334,324	1,337,956	1,337,956
Div. on pref. stock.....	787,976	675,408	675,408	675,408
Rate of dividend ....	(7)	(6)	(6)	(6)
Loss on prop. roads.....	13,065	12,524	9,624	8,409
Total disbursements.....	2,170,361	2,085,238	2,139,897	2,104,061
Balance surplus....	470,894	763,651	979,719	897,652

#### Chesapeake & Ohio Railway.

(For the year ending December 31, 1887.)

This company was operated by the Newport News & Mississippi Valley Railway Co., lessee, till Oct. 27, 1887, when it went into the hands of a receiver. The annual report includes the operations for the full year 1887.

It will be seen that the net income of the year amounted to about \$1,200,000, with the western connection; from A-laland to Cincinnati yet unfinished, which is a satisfactory exhibit for the bondholders under the reorganization, as the yearly interest charge will be only about \$1,300,000.

One great difficulty in the past has been that the income of the company was applied to so many liens which were given priority that there was little left for the interest on the \$15,000,000 "B" bonds, and one of the strong points of the reorganization plan consists in the fact that these prior claims are to be provided for and the road fully equipped, so that the income when earned can be applied to the bonds. What became of the \$975,000 net earnings made between Jan. 1 and Oct. 27, 1887? The following items will show in round figures some of the charges made—loss on Liverpool S. S. Line, \$119,000; car trusts, \$120,000; construction and improvement, \$218,000; interest on car trusts, \$66,000; interest on floating debt, \$152,261; interest on bonds given preference over the Series "B" bonds, \$376,000.

The freight earnings increased in 1887 \$185,049, or 5.57 per cent. Of the total revenue tonnage for the year 25.40 per cent was through freight, 41.73 per cent coal and 32.77 per cent other local freight. The total number of tons carried was 2,414,303, or an increase of 11.02 per cent over the previous year; average haul per ton was 270.88 miles, a decrease of 11.01 miles, or 3.90 per cent per ton over 1886. The passenger earnings increased \$141,137, or 22.38 per cent. The total number of passengers carried during the year was 703,760, an increase as compared with the previous year of 137,912, or 24.37 per cent. Of this number 631,658, or 89.75 per cent, were local passengers, and 72,102, or 10.25 per cent, were through passengers.

EARNINGS, EXPENSES, &c., FOR FULL YEAR.

	1885.	1886.	1887.
Freight earnings.....	\$2,639,569	\$3,319,372	\$3,504,420
Passenger earnings.....	570,182	630,573	771,710
Other earnings.....	151,484	146,103	175,038
Total earnings.....	\$3,361,233	\$4,096,048	\$4,451,168
Operating expenses.....	2,374,159	2,867,981	3,152,170
Earning over operating expenses.....	\$987,075	\$1,228,066	\$1,298,998
Other receipts.....	1,557	11,626	7,081
Total.....	\$988,633	\$1,239,693	\$1,306,079
Taxes and rentals.....	91,652	109,227	110,878

Leaving..... \$96,981 \$1,130,465 \$1,195,201

Elizabethtown Lexington & Big Sandy.

(For the year ending December 31, 1887.)

The report of the President, Mr. Joseph P. Lloyd, shows that there was an increase in earnings from coal of \$5,733, or 4.42 per cent; from local freight, \$46,333, or 22.92 per cent; and from through freight, \$65,749, or 16.43 per cent, making a total increase of \$117,815, or 16.09 per cent over 1886. There were carried 186,947 tons of coal, an increase of 18.53 per cent; 299,685 tons of local freight, an increase of 30.18 per cent; and 878,070 tons of through freight, an increase of 18.50 per cent. Total tons, 1,384,702, an increase of 12.03 per cent over 1886. The earnings from local passengers have been \$122,690, an increase of \$31,349, or 34.32 per cent; from through passengers, \$109,833, an increase of \$25,019, or 29.50 per cent. Total increase, \$56,368.64, or 32 per cent.

The operating expenses have been larger than usual, being 65.13 per cent, against 65.05 in 1886. Of the increase \$53,109 was expended for the improvement of the roadbed, track and buildings, \$28,228 for repairs of locomotives and cars, and \$36,061 for the care, handling and transportation of the additional traffic, a total increase of \$117,399, from which is deductible \$21,088 for reductions in other items of expenses. In addition to the above expenditures for the maintenance of the company's property in a thoroughly efficient condition, there was expended also \$54,326 for construction, improvement, equipment and real estate, which has been charged to the capital account of the company, although paid for out of this year's earnings.

The earnings and expenses and the income account for four years were as given below:

EARNINGS AND EXPENSES.

Earnings from—	1884.	1885.	1886.	1887.
Passengers.....	\$182,512	\$160,975	\$176,155	\$232,524
Freight.....	551,917	516,310	731,872	49,688
Mail, express, &c.....	28,193	29,184	29,501	32,861
Total earnings.....	\$762,628	\$706,469	937,528	\$1,115,073
Operating expenses.....	504,575	433,695	699,908	706,219
Net earnings.....	\$258,053	\$272,774	\$327,620	\$108,854

INCOME ACCOUNT.

1884.	1885.	1886.	1887.	
Net receipts*.....	\$259,240	\$273,248	\$333,616	\$417,939
Disbursements—				
Interest on debt.....	169,710	196,920	264,774	188,810
Rentals.....	19,200	19,200	19,200	19,167
Taxes.....	22,436	20,000	29,066	30,000
Miscellaneous.....	13,371	9,248	13,508	9,089
Total disbursements.....	\$224,717	\$245,368	\$326,528	\$257,046
Balance surplus.....	\$34,523	\$27,880	\$7,088	\$160,953

\*Including miscellaneous receipts.

Kentucky Central Railway.

(For the year ending December 31, 1887.)

Mr. I. E. Gates, the President of this reorganized company, states in his report: The company was authorized to issue \$7,000,000 of four per cent gold bonds, running 100 years from July 1, 1887. Of this sum \$6,037,000 have been issued. This leaves \$963,000 in the treasury of the company. The authorized capital stock is \$7,000,000, of which \$5,297,000 has been issued, leaving \$1,703,000 in the treasury of the company. The roadbed, track and equipment of the company are in excellent condition. The rolling stock having been found inadequate, three 18x24 ten-wheel freight locomotives have been or-

dered, and it will be necessary to provide 300 additional freight cars. Arrangements have been made with the Covington & Cincinnati Elevated Railroad & Transfer & Bridge Company for securing, upon satisfactory terms, a direct entrance into Cincinnati. The company (with exception of 140 shares), is the owner of the entire capital stock of the Maysville & Lexington Railroad Company, Southern Division, which owns all the capital stock of the Maysville & Lexington Railroad Company, Northern Division. For the road from Maysville to Paris, 49.33 miles in length, a rental of \$28,000 per annum is paid. For the Richmond Branch, 33.80 miles in length, an annual rental of \$24,000 is paid.

This company came into possession of the property on May 13, 1887, and from that date to December 31, 1887, a period of seven months and nineteen days, the earnings and income account were as follows:

Gross earnings.....	\$749,881
Operating expenses.....	401,486
Earnings over operating expenses.....	\$348,395
State and municipal taxes.....	\$19,399
Miscellaneous expenses.....	7,482
Rental for leased lines.....	34,434
Interest on bonded debt.....	128,327
	189,655

Leaving..... \$158,740  
There has been paid and charged to the capital account of the company for construction, improvements, equipment and real estate..... 34,115

Leaving as net balance..... \$124,625

The results of operations for the entire year (including the period of about four and a half months before the company took possession), compared with those for the previous year, as follows:

	1886.	1887.	Increase
Gross transportation earnings.....	\$920,697	\$1,067,468	\$146,771
Operating expenses.....	588,373	612,116	23,742

Earnings over operating expen..... \$332,324 \$455,352 \$123,028

The annual charges for interest based on the present outstanding bonded debt, for rentals of leased lines and for taxes and other charges against the transportation operations of the road, would be \$347,081.

American Bell Telephone Company.  
(For the year ending December 31, 1887.)

At the date of printing the annual report, the famous suit in the United States Supreme Court had not been decided in favor of the company, and could not therefore receive any comment. The report says "The business of the company for the year 1887 has been, on the whole, satisfactory. The receipts for royalties show a reasonable increase; and the licensed companies, with few exceptions, have improved and extended their plant." \* \* \*

The long-line service has been extended from New York to Albany, and to Boston, making a total of 550 miles of pole lines and about 10,000 miles of wire. The success electrically, as well as commercially, has been beyond our expectations. The income from the long lines is now more than sufficient to meet the current expenses, and there is every reason to expect that before next year it will pay a moderate profit. The great cost of the plant is to be borne in mind in considering the direct profit from the long-line service, but the importance of the system as a safeguard to our business cannot be overestimated. It is intended to complete this year the lines between New York and Boston, to extend from Albany towards Buffalo, and to build a line from Chicago to Milwaukee. The estimated cost is about \$1,000,000."

The following is a comparative statement of earnings, expenses and income :

	1885.	1886.	1887.
Rental of telephones.....	\$2,026,393	\$2,169,492	\$2,264,824
Dividends.....	597,469	844,556	1,013,037
Extra Territorial and branch lines.....	75,878	78,110	80,444
Telegraph Commission.....	15,388	16,481	19,962
Interest.....	39,812	34,561	70,236
Miscellaneous.....	10,938	13,601	4,525
Total.....	\$2,765,884	\$3,097,001	\$3,453,028
Expenses.....	972,688	1,149,718	1,242,431
Net earnings.....	\$1,793,196	\$1,947,283	\$2,210,597

INCOME ACCOUNT.

1885.	1886.	1887.	
Receipts—			
Net earnings.....	\$1,793,196	\$1,947,283	\$2,210,597
Miscellaneous items.....	16,800	26,068	27,011
Total.....	\$1,809,996	\$1,973,351	\$2,237,603
Disbursements—			
Regular dividends.....	\$1,170,192	\$1,176,252	\$1,176,252
Extra dividends.....	392,044	392,084	392,084
Reserved for depreciation.....	100,752	117,755	132,616
Total.....	\$1,662,988	\$1,636,091	\$1,700,852
Balance.....	sur. \$147,008	sur. \$287,260	sur. \$536,656

LEDGER BALANCES DEC. 31, 1887.

Debit—	Credit—
Telephones.....	\$663,082
Stock and notes.....	23,233,975
Merchandise and Machinery.....	8,730
Bills and accounts receivable.....	610,616
Cash and deposits.....	59,211
Total.....	\$24,605,614

\*Of this amount \$294,063 is the dividend payable Jan. 14, 1888, to stockholders of record Dec. 31, 1887.

## GENERAL INVESTMENT NEWS.

**Baltimore & Ohio.**—An adjustment of all outstanding questions between the Baltimore & Ohio Company and the Drexel Morgan syndicate of August, 1887, has been reached, the syndicate having purchased the remaining \$2,500,000 of consolidated mortgage 5 per cent bonds, making a total in all of \$7,500,000. The adjustment has been satisfactory to both parties and leaves the relations between the bankers composing the syndicate and the company in an amicable position. The company, by the sale of the remaining \$2,500,000 of bonds, obtains all the funds needed for the present.

**Chicago & Canada Southern.**—A press dispatch from Detroit, March 29, said: "In the United States Circuit Court in this city Judge Brown has ordered the sale of the Chicago & Canada Southern Railroad under foreclosure, unless the past-due interest on the first mortgage bonds, amounting to \$8,981,069 is paid on or before Aug. 8 of this year. It is provided that the road shall not be sold for less than \$500,000. The line was originally projected as an extension of the Canada Southern to Chicago, and starts from Grosse Isle on the American side of Detroit River and runs to Fayette, Ohio, a distance of 67 miles. It has been operated for several years by the Lake Shore & Michigan Southern."

**Cleveland Columbus Cincinnati & Indianapolis.**—The earnings, expenses, &c. (including the Cincinnati & Springfield and Indianapolis & St. Louis) for February and two months were as follows:

	February,	Jan. 1 to Feb. 29,
	1888.	1887.
Gross earnings.....	\$522,519	\$523,086
Operating expenses....	408,816	373,108
Net earnings.....	\$113,703	\$149,978
Interest, taxes, &c....	159,348	170,437
Deficit.....	\$45,645	\$20,459
Additions to property..	18,540	112,820
Deficit.....	\$64,185	\$133,279
	1888.	1887.
Gross earnings.....	\$1,097,513	\$1,077,171
Operating expenses....	857,880	779,376
Net earnings.....	\$239,633	\$297,795
Interest, taxes, &c....	315,584	342,109
Deficit.....	\$75,951	\$44,314
Additions to property..	37,115	191,721
Deficit.....	\$113,066	\$236,035

**Danville & New River.**—A plan of reorganization is proposed for this company, and the committee named in Baltimore consists of Messrs. Gordon, Thom, Tompkins and Lester. There is to be placed on the property, when purchased by the committee, three new mortgages—a first for \$300,000, at 5 per cent, a second for \$250,000, at 6 per cent, and an income mortgage for \$75,000. Messrs. Thom & Whitely, bankers in Baltimore, can give all information.

**Denver Fort Worth & Gulf.**—The most important event that has lately occurred in the field of railroad construction is the completion of this great road. The new line from Denver to Galveston is composed of the Denver Texas & Gulf, from Denver, Col., to Pueblo, 125 miles; the Denver Texas & Fort Worth from Pueblo to the Texas State line, 225 miles (100 miles of which, from Pueblo to Trinidad, is formed by the laying of a third rail along the Denver & Rio Grande), and the Fort Worth & Denver City from the Texas State line to Fort Worth, Tex., 449 miles, a total mileage of 809 miles. A map of the road is published in the INVESTORS' SUPPLEMENT, out-to-day, and also an account of the bonds, stocks, &c.

**Denver Rio Grande & Western.**—A map of this road will be found in the INVESTORS' SUPPLEMENT to-day, showing the strength of its location as the only line between the Colorado State line and Salt Lake City and Ogden. The CHRONICLE has received information concerning this company any later than the annual report, which came up to July 21, 1887. The net earnings for the year 1887 were \$74,227 in excess of the interest requirements under the funding scheme now running, and within about \$80,000 of full 6 per cent interest on its \$6,900,000 of bonds, while the property is reported to have been well kept up and extensive renewals made. The local business is increasing steadily, and in 1887 the local tonnage was 42,000 tons above that of 1886, an increase of 25 per cent, and the increase in revenue therefrom \$81,000—also about 25 per cent. The local passenger traffic increased \$8,000 and the inter-local (Utah and Colorado) \$16,000. Of the total tonnage 68 per cent was local, 24 per cent Utah-Colorado business and only 8 per cent strictly through business.

The earnings from all business interchanged with the Denver & Rio Grande Railway were \$1,453,275, of which that company received \$800,275 and the Denver & Rio G. Western \$653,000.

The coal traffic reached 86,341 tons in 1887 from mines on this road, a large increase over 1886. The coal shipments for the first quarter of 1888 are reported as more than double those of the same time in 1887, while the shipments of cattle, building stone, asphaltum, salt, &c., are becoming important items of traffic.

The converging of very important lines of railroad towards Denver, Pueblo and Colorado Springs, together with the completion of the Colorado Midland as far west as Newcastle, within easy reach of the Denver & Rio Grande Western, points to the conclusion that the latter road is likely soon to become an important part of one of the great systems.

**Houston East & West Texas.**—The plan of reorganization referred to recently in the CHRONICLE was issued from the Union Trust Company. The new mortgage is to be at the rate of \$12,000 per mile.

**Missouri Kansas & Texas.**—The security holders of this railroad met again this week to decide upon measures for the protection of their rights. The Missouri Kansas & Texas road is leased to the Missouri Pacific, and therefore under control of that company. Resolutions were adopted author-

izing the appointment of a committee to solicit proxies at the next annual election, so that the real owners of the property may take possession of it, and this committee was instructed, too, to pursue investigations to find out how the security holders have been wronged and how that wrong may be remedied. Mr. Bull is at the head of this committee, and associated with him are William Mertens of L. von Hoffman & Co., R. V. Martinsen, August De Neuville and William E. Strong of Work, Strong & Co.

**Pennsylvania Railroad.**—The gross and net earnings for January 1887 and 1888, were as below stated. On the lines west of Pittsburgh & Erie the net results, after payment of interest and all charges, is shown in the second table.

LINES EAST OF PITTSBURG & ERIE.		LINES WEST OF PITTSBURG & ERIE.	
	Gross Earnings—	Net Earnings—	Net surplus or deficit after payment of charges—
1888.	1887.	1888.	1887.
January.....	\$4,213,979	\$3,871,771	\$1,005,920
February.....	4,379,455	3,988,788	1,358,283
Total 2 mos....	\$8,593,434	\$7,860,559	\$2,364,203

LINES EAST OF PITTSBURG & ERIE.		LINES WEST OF PITTSBURG & ERIE.	
	Gross Earnings—	Net Earnings—	Diff. in 1888.
1888.	1887.	1888.	1887.
January.....	\$86,510	Sur. \$154,951	Loss. \$94,441
February.....	Def.123,519	Sur. 3,475	Loss. 126,994
Total 2 mos. ....	Def.\$63,019	Sur. \$158,426	Loss.\$221,445

The annual election for directors of the Pennsylvania Railroad Company was held on the 27th. There was no opposition to the following ticket, which was elected: George B. Roberts, Weston Morris, Alexander M. Fox, Alexander Biddle, N. Parker Shortridge, Henry D. Welsh, John Price Wetherill, William L. Elkins, William Shaw, H. H. Houston, A. J. Cassatt, C. A. Cassatt, C. A. Griscom and B. B. Comegys.

**Philadelphia & Reading Railroad Terminal Company.**

It is proposed to organize a company under the above name with a capitalization of \$7,000,000—\$3,500,000 capital stock and \$3,500,000 5 per cent 1st mortgage bonds. A syndicate in Philadelphia has subscribed 49 per cent of the capital stock at par, and took the \$3,500,000 bonds at par. The Reading Company takes 51 per cent of the capital stock and pays for it in cash, and the money has been laid aside for it. The Reading is to lease the Terminal property and operate it, guaranteeing that the minimum to the Terminal Company shall be sufficient to cover 5 per cent interest on the bonds and stock—so that practically the company takes one-fourth of the cost of the Terminal and the syndicate takes three-fourths, on the basis of 5 per cent interest on the amount taken. The Reading Company has not only a permanent lease of the property on the basis named, but also a controlling interest in the Terminal itself. On the basis, therefore, that the entire \$7,000,000 is expended, it will cost the company \$350,000 per year. It is the conviction of good judges that, this will not only be no tax upon the Reading property, but will be of great advantage to it, besides bringing it a large additional profit, directly and indirectly, through its ability to bring everything into the heart of the city.

The new general mortgage of the Philadelphia & Reading Railroad Company, to secure an issue of bonds amounting to \$100,000,000, has been filed in Philadelphia. The mortgage is executed in favor of the Pennsylvania Company for Insurance on Lives & Granting Annuities, as trustees, and covers all the property now owned or hereafter to be acquired by the railroad company and the Coal & Iron Company. The following mortgages are also filed: First preference, \$24,480,000; second preference, \$22,500,000; third preference, for no specified amount, though the issue is limited by certain covenants in the mortgage itself.

The gross and net earnings for February, and for the fiscal years 1886-7 and 1887-8 have been as below given. The net earnings of both companies aggregated \$223,657 in February, 1888, against \$720,316 in February, 1887; in the year 1887-8 they were \$98,072, against \$2,127,483 in 1886-7:

RAILROAD CO.		February, 1888.		Dec. 1 to Feb. 29, 1887-87.	
		1888.	1887.	1887-88.	1886-87.
Gross earnings.....	\$1,106,357	\$1,518,255	\$3,752,233	\$4,665,790	
Operating expenses....	757,225	792,394	2,508,847	2,545,929	
Net earnings.....	\$349,132	\$725,861	\$1,243,406	\$2,119,861	

COAL & IRON CO.		February, 1888.		Dec. 1 to Feb. 29, 1887-87.	
		1888.	1887.	1887-88.	1886-87.
Gross earnings.....	\$283,444	\$1,118,021	\$2,189,673	\$3,498,295	
Operating expenses....	408,919	1,112,476	2,535,027	3,490,673	
Net earnings...loss.	\$125,475		\$5,545 less \$345,334		\$7,622

**St. Louis & Hannibal.**—At Hannibal, Mo., March 14, the stockholders elected the following directors: John I. Blair, Percy R. Pyne, D. C. Blair, S. S. Palmer and E. C. Case. It is said that this company is contemplating an extension of the road, and it is quite probable that it will either run by Palmyra or Monroe City.

**Western New York & Pennsylvania.**—The several parties in this railroad—the reorganized Buffalo New York & Philadelphia Railroad—adjusted their difficulties and elected the following Board of Directors for the ensuing year: Calvin H. Allen, Edward L. Owen, Samuel G. De Coursey, George E. Bartol, Adolph Engler, James Rawle, William T. Tiers, Isaac N. Seligman, E. W. Clark, Jr., Gustav E. Kissel, John D. Probst, Carl Schurz and Arnold Marcus.

Treasurer Dougherty gives notice that the first coupon of the second mortgage bonds of Western New York & Pennsylvania Railroad, due April 1, will be paid in scrip, as stated in said coupon, on and after April 2 at the company's office.

## Reports and Documents.

TWENTY-FOURTH ANNUAL REPORT  
OF THE DIRECTORS OF THE  
CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.  
TO THE STOCKHOLDERS.

FOR THE YEAR ENDING DECEMBER 31ST, 1887.

The Vice-President and Directors of the Chicago Milwaukee & St. Paul Railway Company submit to the Stockholders the following report as to the property of the Company, its business and operations during the year, and its financial condition at the close of the fiscal year ending December 31st, 1887:

## MILES OF TRACK.

The length of railways owned and operated is as follows:

Main track owned solely by your Company.....	5,661.43
Main track owned jointly with other Companies.....	8.52

Total length of main track.....	5,669.95
Second and third tracks, and connections with other roads: Owned solely by your Company, and not included above.....	65.85
Second and third tracks, and connections with other roads: Owned jointly with other Companies, and not included above.....	2.56

Total length of second and third tracks and connections.....	68.41
Tracks owned by other Companies, but used by your Company under agreements, and not included above.....	44.81
Yard tracks, sidings and spur tracks owned solely by your Company.....	1,035.54
Yard tracks, sidings and spur tracks owned jointly with other Companies.....	14.40

Total length of yard tracks, sidings and spur tracks.....	1,049.94
Total miles of track.....	6,833.11

The main lines of railroad are located as follows:

In Illinois.....	316.15 miles.
" Wisconsin.....	1,305.05 "
" Iowa.....	1,573.20 "
" Minnesota.....	1,120.17 "
" Missouri.....	140.27 "
" Dakota.....	1,215.11 "

Total length of main track..... 5,669.95 "

Steel rails are laid on 3,737 miles of main track, and the remaining iron rails are being rapidly replaced with steel; 204 miles having been replaced during the year.

## EXTENSIONS AND BRANCH LINES OPENED IN 1887.

Several important extensions and branch lines, under construction at the commencement of the year, were completed and opened for public use, as follows:

Roscoe to Orient, in Dakota.....	Opened May, 1887.
Sioux City to Manilla, in Iowa.....	" June, 1887.
Madison to Bristol, in Dakota.....	" September, 1887.
Ottumwa, Iowa, to Kansas City, Mo.....	" December, 1887.
Merrill to Minocqua, in Wisconsin.....	" December, 1887.

The completion of these lines, with the construction of several small branches and extensions in Wisconsin and Minnesota, and the acquisition of the Chicago Evanston & Lake Superior Railway, by lease for 999 years, and the purchase of its share capital, have added during the past year to the main track of your Company..... 371.95 miles.

The last Annual Report showed that the number of miles of single track, main line, at the close of 1886, was..... 5,298.00 "

And that the average number of miles operated during the year, was..... 4,977.00 "

At the close of 1887, the total number of miles of single track, main line, was..... 5,669.95 "

And the average number of miles operated during the year was..... 5,355.00 "

Being an increase in miles of main line owned of..... 371.95 "

And in miles of main line operated of..... 378.00 "

In the miles of main track reported are included 182.2 miles of branch feeding lines, constructed during 1887 and preceding years, that are not covered by any of the existing mortgages. These branches are valuable assets, being revenue-producing properties, entirely unencumbered.

With the completion of the foregoing lines, all new construction was practically finished at the close of the year, and no new work has since been authorized or undertaken by the Company.

## EARNINGS AND EXPENSES.

The following statement shows the gross earnings and expenses for the fiscal year ending December 31st:

	1886.	1887.	Increase.	Decrease.
From Freight.....	\$17,353,234.49	\$17,742,141.58	\$33,847.09	
From Passengers.....	5,661,689.76	5,849,365.77	187,571.01	
From Mails, Express, etc.....	1,808,418.92	1,774,721.63	76,302.71	
Gross Earnings.....	\$24,718,403.17	\$23,365,123.98	\$617,720.81	
Total Expenses.....	14,550,234.10	15,326,693.80	766,422.70	
Net Earnings.....	\$10,158,139.07	\$10,039,430.18		\$118,703.89
Per cent of Expenses.....	58.90	60.42		1.52

These figures show an increase of \$617,720.81 in gross earnings, say 2.6 per cent. In number of passengers carried the increase was 12 per cent; while the passenger revenue shows an increase of but 3.3 per cent.

In number of tons of freight transported there was an increase of 6.9 per cent; while the revenue derived therefrom was increased but 2.2 per cent.

This loss in revenue from freight traffic is accounted for by the decrease from 1.17 cents to 1.09 cents (7%) in rate per ton per mile for freight transported. Had your Company received for its tonnage the same average rate per ton per mile as in 1886, the net revenue would have been \$1,321,657 more than is reported, an amount equal to 3.1 per cent on the total amount of Common Stock outstanding.

During five years, from 1882 to 1887, the rate per ton per mile has been reduced from 1.48 cents to 1.09 cents, or 26.35 per cent; and during the preceding five years, 1877 to 1882, from 2.08 cents to 1.48 cents, or 28.8 per cent. This makes a total reduction of 47.6 per cent during ten years in the average rate charged for freight transported over your lines.

The following is a comparative statement of earnings, expenses and statistical information as to the traffic of the Company for the years 1886 and 1887:

	Gross Earnings.	Operating Expenses.	Net Earnings.
1886.....	\$24,718,403.17		
1887.....	25,366,123.98	Increase.....	\$617,720.81
	Operating Expenses.		
1886.....	\$14,560,264.10		
1887.....	15,326,693.80	Increase.....	\$766,422.70
	Net Earnings.		
1886.....	\$10,158,139.07		
1887.....	10,039,430.18	Decrease.....	\$118,703.89
	Interest on Mortgage Bonds.		
1886.....	\$6,241,092.52		
1887.....	6,456,637.13	Increase.....	\$215,544.61
	Tons of Freight Moved.		
1886.....	7,085,072		
1887.....	7,573,795	Increase.....	488,723
	Number of Passengers Carried.		
1886.....	5,481,400		
1887.....	6,144,068	Increase.....	662,668
	Miles run by Freight and Passenger Trains.		
1886.....	20,691,015		
1887.....	21,820,530	Increase.....	1,129,515
	Mileage of Loaded Freight Cars.		
1886.....	164,335,686		
1887.....	169,513,964	Increase.....	5,178,278
	Mileage of Empty Freight Cars.		
1886.....	59,411,273		
1887.....	61,210,749	Increase.....	1,799,476
	Cost of Operating Road per Train Mile Run.		
1886.....	'67		
1887.....	'66	Decrease.....	'01
	Gross Earnings per Mile of Road.		
1886.....	\$4,966.53		
1887.....	4,730.90	Decrease.....	\$229.63
	Operating Expenses per Mile of Road.		
1886.....	\$2,925.51		
1887.....	2,862.13	Decrease.....	\$63.38
	Net Earnings per Mile of Road.		
1886.....	\$2,041.02		
1887.....	1,874.77	Decrease.....	\$166.25
1865.....	4.11 cts.	1873.....	2.50 cts.
1866.....	3.76 cts.	1874.....	2.38 cts.
1867.....	3.94 cts.	1875.....	2.10 cts.
1868.....	3.49 cts.	1876.....	2.04 cts.
1869.....	3.10 cts.	1877.....	2.08 cts.
1870.....	2.82 cts.	1878.....	1.80 cts.
1871.....	2.54 cts.	1879.....	1.72 cts.
1872.....	2.43 cts.	1880.....	1.76 cts.
	Value of Supplies and Materials Dec. 31st.		
1886.....	\$2,048,984.69		
1887.....	2,927,171.00	Increase.....	\$878,186.31
	Average miles of Road operated during the Year.		
1886.....	4,977		
1887.....	5,355	Increase.....	378

	1886.	1887.

## STATEMENT OF INCOME ACCOUNT.

1887.				
Jan'y 1—Balance Surplus Income from 23d Annual Report				\$8,057,733 52
Less interest accrued in 1886, and payable in Jan'y, Feb., March and April, 1887, on Funded Debt of the Company...				\$3,213,377 64
Less old accounts charged off.				501,036 69
July 25—Less fifteen per cent credited to account of 57,761 shares of Common Stock subscribed for at par by shareholders of record June 25th, 1887, under circular letter dated June 4, 1887.....				866,415 00 4,580,829 33
				\$3,476,904 19
Dec. 31—Gross Earnings for 1887.....	\$25,366,123 98			
Less operating expenses.....	15,326,693 80			10,039,430 18
				272,824 98
Income from other sources				
Net Revenue for the year.				10,312,255 16
Total.....				\$13,739,159 35
Dec. 31—Interest accrued during the year 1887 on Funded Debt.....				6,451,637 13
				\$7,332,522 22
Dec. 31—Dividend No. 34, payable April 15, 1887, 3 1/4% on \$21,555,900 Pref. Stock .. 2 1/2% on \$30,904,261 Common Stock.....	754,456 50			
				772,606 52 1,527,063 62
Dec. 31—Dividend No. 35, payable October 14th, 1887, 3 1/4% on \$21,596,900 Preferred Stock .. 2 1/2% on \$38,982,761 Common Stock.....	755,891 50			
				974,569 02 1,730,460 52
Total Dividends.....				3,257,523 54
Surplus Income.....				\$4,074,998 68

## THE INTER-STATE LAW.

On the 5th of April, 1887, an Act of Congress known as the Inter-State Commerce Act became operative. This law required a reformation of then existing freight tariffs on all railways, and established an entirely new basis for determining the freight charges for non-competitive traffic carried by railway companies; a basis, rigid and inflexible, unlike any that had ever before existed in any country. The old common law rule that rates fair and reasonable in themselves could properly be charged, was done away with, and a new rule substituted making the low rates forced by competition the basis of rates for non-competitive traffic at intermediate stations.

Such a basis for local freight rates necessarily works unequally on different roads; but the effect on many lines has been either to force the railway companies to decline certain classes of competitive traffic that could be carried at a small profit in connection with their much larger volume of local traffic; or to correspondingly reduce their rates for local traffic. This is practically equalizing at its own (the railway company's) cost and expense any difference in advantages of location between towns having two or more competing transportation lines and towns dependent upon but one line; and is the inevitable result of such a forced reduction of local rates that were fair and reasonable in themselves, in compliance with the new law. The law has, however, been generally accepted in good faith by the railway companies, and new tariffs have been put into effect in conformity with it.

Another result of such sweeping changes has been a serious disturbance of rates that for many years had been *relatively* adjusted via different routes into common territory; and the readjustment, *relatively*, of such rates has been very difficult for the companies to agree upon, for the reason that under the long-and short-haul restrictions of the law, such changes seriously affected local traffic. Because of these rate disturbances and complications during eight months of 1887 that the new law was in force, its full effect upon the movement of traffic cannot be satisfactorily determined. It will take another year's experience to show the extent of the injury that will result to railway property and to the public, under the fourth section of the law relating to long-and short-haul charges, that is in direct conflict with the last paragraph of section one, requiring that rates "shall be reasonable and just." It will also take time to determine the extent of injury that will result from section five of the Act, that prohibits agreements between transportation lines for an equitable division of traffic or traffic revenue; as it is by such agreements only that reasonable and uniform rates can be permanently secured, to prevent that "undue and unreasonable preference or advantage" in favor of individuals or localities that invariably results from railway wars and reductions in rates below cost of service, which the first paragraph of section three, forbidding preferences, was evidently intended to provide against, and if properly enforced will certainly prevent.

It is to be hoped that Congress in its wisdom will repeal the two objectionable sections, or so amend the law as to permit railway companies to charge rates for transportation that are in themselves reasonable and just, limited of course by the common law rule that all shippers and localities that are alike situated shall be treated alike; and also provide that the federal judiciary shall on application, after a hearing, determine when rates are unreasonable or extortionate, and when unjust discriminations are made against localities or individual shippers. Such legislation will not only fully protect the public who must use the roads,

but will give to the owners of our railways the same protection, no more and no less, than is now given under existing laws to investments in other corporate properties.

## LOCAL STATE LEGISLATION.

The State of Minnesota has, during the year, passed an Act regulating railroads similar in character to the Inter-State Commerce Act, except that there is one clause which the Commissioners claim allows them to fix rates and to compel the companies to accept them. It is also claimed that the Courts have no right to determine whether such rates are reasonable or unreasonable, but are bound to enforce them as fixed by the Commissioners.

The Legislature of Missouri has also passed a law, in most of its features similar to the Inter-State Commerce Act, and enlarging the powers of their Commission. The general tendency of the railroad legislation, both in Missouri and Minnesota, is on the line of the Inter-State Commerce Law, except that in Minnesota the Commission claim the right to fix the rates. The roads, however, deny this right and the question is now before the Supreme Court, the railway companies insisting that rates established by the Commission are but recommendatory, and can only be enforced by the Court finding that they are reasonable and just.

There was no other important legislation during 1887 in respect to railway companies by the States in which your lines are located.

## EQUIPMENT.

The following described Rolling Stock, in service December 31st, 1887, is owned by your Company, entirely free from liens of every character other than Divisional and General Mortgage liens, viz:

Locomotives.....	740
Passenger Cars (1st and 2d class).....	345
Sleeping Cars.....	11
Parlor Cars.....	9
Dining Cars.....	10
Baggage, Postal, Mail and Express Cars.....	233
Box Cars.....	14,812
Stock Cars.....	2,301
Flat and Coal Cars.....	4,551
Refrigerator Cars.....	349
Caboose, Wrecking, Tool Cars, &c. ....	510

And contracts are outstanding for an early delivery of additional equipment.

## SLEEPING CAR SERVICE.

In addition to the equipment above mentioned, the Pullman Palace Car Company control and operate 40 Sleeping Cars on your line.

## BRIDGES.

Your Company owns seven bridges, crossing the Mississippi and Missouri Rivers, which are altogether free from any arbitrary or specific charge for the traffic of your lines passing over them. Their location and description are as follows:

Over Mississippi River at Sabula, Iowa: 7 iron spans, including 1 draw-span. Total length, including approaches.....	8,681 feet.
Over Mississippi River at La Crosse, Wis.: 10 iron spans (including 1 draw-span over the river proper and 1 draw-span over Black River) and 1 Howe Truss span. Total length, including approaches.....	6,393 "
Over Mississippi River at Reed's Landing, Minn.: 3 Howe Truss spans and 1 pontoon span. Total length, including approaches.....	4,601 "
Over Mississippi River at Hastings, Minn.: 4 iron spans, including 1 draw-span. Total length, including approaches.....	2,270 "
Over Mississippi River on "Short Line" between St. Paul and Minneapolis: 8 iron spans. Total length.....	1,140 "
Over Mississippi River at St. Paul, Minn. (owned jointly with C. St. P. M. & O. Ry.): 2 iron spans, including 1 draw-span and 6 Howe Truss spans (now being replaced with iron spans). Total length, including the approaches.....	3,001 "
Over Missouri River at Kansas City, Mo.: 5 iron spans and 1,544 feet of double-track iron trestle. Total length, including approaches.....	7,387 "

## STATIONS AND STATION BUILDINGS.

Your Company has 848 Passenger and Freight Station Agencies on its line of road; and Station Buildings for the accommodation of its traffic, as follows:

Passenger houses.....	70
Freight houses (other than grain elevators and warehouses).....	102
Passenger and freight houses (combined).....	748

Total.....	915
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## ELEVATORS.

There are on the lines of railroad of your Company 1,410 grain elevators and warehouses, owned by the Company and by private parties, with an aggregate capacity of..... 29,968,500 bushels.

Of these your Company owns:

At Milwaukee, 5 elevators, with a total capacity of.....	8,130,000 bushels.
At Minneapolis, 2 elevators, with a total capacity of.....	1,895,000 "

And at various interior points, 156 elevators and warehouses, with a total capacity of...	2,390,300 bushels.
At Chicago, private parties have erected on the Company's tracks, 4 elevators, having an aggregate capacity of.....	2,850,000 "
And a fifth, nearly completed, with a capacity of.....	2,000,000 "
At various interior points, private parties also own 1,242 elevators and warehouses, having a total capacity of.....	17,703,200 "
	29,968,500 bushels.

## COAL PROPERTIES.

During the years 1886 and 1887 your Company has used coal for fuel purposes on its lines of railroad, as follows:

	1886. Tons.	1887. Tons.
Coal used.....	932,967	1,009,459
Of which the mines owned by your Company produced.....	615,535	606,649
And other sources supplied.....	317,432	402,810
	932,967	1,009,459

The following is a description of the Coal Properties so owned, with their out-put in 1887; the estimated capacity of the present workings for delivering coal on cars, and the estimated quantity of coal not yet mined:

The Braceville Mines, located at Braceville, Grundy County, Ill., comprise 3,322 acres of coal land (494 acres of which have been exhausted) with 97 miners' and other houses on the property. There are on the premises three shafts, or openings, only two of which are now operated, Shaft No. 1 having been "mined out," and closed in June, 1883. During the year 1887, Shaft No. 2 produced from 40 to 60 car-loads—say 900 tons—daily, for each working day. Shaft No. 3 was closed from February, 1886, to December, 1887, but can produce daily 700 tons. The total output of both shafts in 1887 was 260,338 tons, which can be increased, at trifling cost, to 450,000 tons for the year 1888. The quantity of coal not yet mined is estimated at 14,000,000 tons.

The Excelsior Mines, located at Oskaloosa, Mahaska County, Iowa, comprise 2,038 acres of coal land (450 acres of which have been exhausted) with 103 miners' and other houses on the property. There are on the premises three shafts, or openings, only two of which are now operated, Shaft No. 1 having been "mined out" and closed in October, 1886. Shaft No. 2 has a daily capacity of 85 car-loads—say 1,300 tons—and No. 3 a daily capacity of 50 car-loads—say 750 tons. Neither of the shafts were worked full time in 1887, but their total output was for that year, 330,580 tons, which can be increased at trifling cost to 500,000 tons in 1888. The quantity of coal not yet mined is estimated at 8,000,000 tons.

The Eagle Mine, located at Angus, Boone County, Iowa, comprises 240 acres of land with 20 miners' and other houses upon the property. The coal was exhausted and the mine abandoned in July, 1887. The machinery, tools, etc., have been removed or sold, and the land is offered for sale at \$30 per acre. Its total output for the year 1887 was 18,731 tons.

The coal lands and mining properties above mentioned stand on the books of your Company as costing, interest included, \$546,654.03. This cost is reduced currently as coal is taken from the mines, by a Sinking Fund charge made monthly as coal is delivered, sufficient to mark off the entire cost of the properties with all improvements, by the time the mines shall have become exhausted.

## REAL ESTATE AND TERMINAL PROPERTIES.

Your Company owns very valuable Real Estate and Terminal properties at the principal cities on its lines; the most important being as follows:

At Milwaukee it owns 485 acres of ground, with 13,800 lineal feet of improved dock frontage, accessible to shipping for receiving and delivering cargo.

It has on this property 13 Freight Warehouses, aggregating 347,333 superficial feet (nearly 8 acres) of floor space; several of the buildings are under rental to other Railway Companies, and to Lake Steamer Lines. There are also on the property 5 Elevators belonging to the Company and 89.33 miles of side-track.

A handsome Union Passenger Depot—one of the finest in the West—was also completed last year, and is used jointly with the Wisconsin Central and the Milwaukee & Northern Railway companies.

The principal machine, wood and smith shops of the Company—a very extensive and complete plant for the construction and repair of rolling stock—are located at this point, 80 acres of ground being set apart and occupied for such use.

At Chicago the Company has two independent entrances into the city as far as the Union Passenger Station on Canal and Adams streets; one by way of its Chicago & Milwaukee Division; one by its Chicago & Evanston Line. It also owns 154 acres of land, with 6,100 lineal feet of improved dock frontage, accessible to lake steamers and sailing vessels for the receipt and delivery of freight. It has on this property 7 Freight Warehouses for its own use, aggregating 245,690 superficial feet (nearly 5.6 acres) of floor space; and the length of its yard and side-track is 56.20 miles.

At Kansas City the Company owns 97 acres of land usable for depot and yard purposes, with convenient Freight Buildings, and 5.06 miles of side-tracks; and it also owns one-fifth interest in the Kansas City Belt Railway, with which it has a permanent contract, providing for the running of trains to all points reached by the tracks of that Company.

At St. Paul the Company owns 70 acres of land, and 10.45 miles of side-tracks, with sufficient depot accommodations for passenger and freight traffic.

At Minneapolis the Company owns 134 acres of land, upon a portion of which are located very extensive machine, wood and blacksmith shops, for the repair of equipment. It has also 33.90 miles of side-tracks, and ample Passenger and Freight Buildings for the accommodation of its traffic.

At Council Bluffs the Company owns 61 acres of land and 9.41 miles of side-tracks; and at La Crosse it owns 103 acres of land and 15.66 miles of sidings; and at both places has ample accommodations for the handling of its freight and passenger traffic.

## TITLE TO PROPERTY.

Your Company's ownership of its extensive system of railways, with its equipment, real estate and other properties, is by a tenure unlike that by which any correspondingly large railway property has ever before been acquired, and is very different from that of corporations that control large systems by lease of the corporate property, or by ownership of a majority interest in the original corporate organizations. It is practically an absolute ownership, in fee, without partners, subject only to mortgage liens; as in the few cases where a corporate property has been acquired under a lease, your Company is owner of the entire share capital of the lessor Company.

## LAND DEPARTMENT.

	ACRES.	ACRES.
At commencement of the year the unsold lands owned by your Company in Iowa and Minnesota (part contested, part swamp lands and part reserved for railroad) aggregated.....	26,156.76	
And its unsold lands in Wisconsin aggregated.....	60,079.27	
The number of acres for which applications for patents were pending in Washington, was.....	5,000.00	
Total lands owned and claimed		
January 1, 1887.....	91,236.03	
The sales during the year were as follows:		
In Iowa.....	\$9,205.86	
In Minnesota.....	12,119.92	
In Wisconsin.....	1,855.53	
Total sales in 1887.....	\$23,181.31	
Balance unsold Dec. 31, 1887.....	68,054.73	
Estimated value of unsold lands, \$179,439.20.		
II.		
At commencement of the year the amount due on contracts and mortgages, for sales of lands in Iowa and Minnesota, was.....	\$394,429.95	
And for sales of land in Wisconsin....	98,734.06	
Total amount due on contracts		
January 1, 1887.....	\$493,164.01	
The amounts realized from sales made during the year are as follows:		
From Iowa and Minnesota lands.....	\$126,936.97	
From Wisconsin lands.....	19,323.48	146,260.45
Total amount of contracts and sales.		
Less the following amounts collected during the year:		
On contracts prior to 1887, Iowa and Minnesota lands.....	\$143,267.72	
On contracts prior to 1887, Wisconsin lands.....	14,153.40	
On new sales, Iowa and Minnesota lands.	20,104.53	
On new sales, Wisconsin lands.....	4,908.44	
Deposits made prior to January, 1887, and applied on sales closed during the year .....	17,781.29	
Total collections .....	200,215.38	
Balance uncollected Dec. 31, 1887 .....	\$439,209.08	
III.		
Cash received for lands sold during 1887.	\$ 25,012.97	
Cash received on contracts made prior to 1887.....	157,421.12	
Cash received for miscellaneous accounts	1,537.73	
Total cash receipts in 1887.....	\$183,771.82	
Estimated value of lands unsold Dec. 31, 1887.....	\$179,439.20	
Balance due on contracts Dec. 31, 1887:		
Iowa and Minnesota lands.....	\$340,213.38	
Wisconsin lands.....	98,995.70	459,509.08
Total value of unsold lands and uncollected contracts.....	\$618,648.28	

## CAPITAL STOCK.

At the commencement of the year the amount of Preferred Stock outstanding was.....	\$21,555,900 00
Which has been increased during the year 410 shares, by the conversion of 41 La Crosse Division Bonds.....	41,000 00
Total Preferred Stock outstanding Dec. 31, 1887.....	\$21,596,900 00

At the commencement of the year the amount of Common Stock outstanding was.....	\$30,904,361 00
---	-----------------

At the annual meeting in June last, the shareholders authorized an increase of 100,000 shares. By circular of June 4th, there was offered to the shareholders of record June 25th, 1887, the privilege of subscribing for 66,601 shares of this increased stock, <i>pro rata</i> , to the extent of 12 per cent of their holdings; 85 per cent of such subscriptions to be paid in cash on delivery of shares, and 15 per cent to be credited on the subscriptions and charged against undivided earnings or surplus income. Of the shares so offered, 57,761 were subscribed for, and that amount of additional Common Stock has been issued, say....	5,776,100 00
There were also issued and delivered 30,000 shares of the new stock, in payment for 17,466 shares (the entire capital stock) of the Chicago Evanston & Lake Superior R'y Company, and for \$1,254,000 of the 6 per cent first mortgage bonds of that company, say.....	3,000,000 00
Total Common Stock outstanding Dec. 31, 1887.....	\$39,680,361 00

By the purchase of the Chicago & Evanston securities above mentioned, your Company has secured control of a most valuable corporate property, consisting of an independent entrance into the city of Chicago to a point as far south as the Union Passenger Depot on Canal and Adams streets, with about 16 acres of land, advantageously located for station and yard purposes, and 12 miles of double track city and suburban railway, extending from a central point in the city of Chicago to the village of Evanston.

The remaining 12,239 shares of the 100,000 shares of Common Stock authorized, are held as unissued stock in the treasury of the Company for use in the purchase of additional railway property, or for such other purposes as in the opinion of the Board of Directors the interests of the Company may require.

The amount of capital stock outstanding at the close of the year was 215,969 shares of Preferred Stock.....

And 396,803 61 shares of Common Stock.....

In all.....

of share capital; representing the absolute ownership of 5,669 95 miles of main line, single track railway, thoroughly well constructed and equipped, with more than 1,100 miles additional of side and other tracks, together with coal properties worth \$546,654 03; and other valuable assets not necessary for railway purposes largely in excess of all floating liabilities. This is an average of \$10,807 per mile of main track (\$3,809 in Preferred and \$6,998 in Common Stock), subject to a bonded indebtedness of \$21,029 per mile, making the aggregate cost of the property \$31,836 per mile, represented by stock and bonds.

## FUNDED DEBT.

The funded debt of the Company at date of the last report, including bonds assumed for railway property acquired by lease or purchase, was.....	
The Consolidated and Divisional Bonds issued and assumed in 1887, were as follows:	\$111,858,000 00
Sixteen Consolidated Bonds, issued in exchange for 6 Oshkosh & Mississippi River R'y Co. Bonds, and 10 Equipment and Bridge Bonds canceled.....	\$16,000 00
Five hundred and six Terminal Bonds, issued for additional real estate purchased, and improvements.....	506,000 00
Thirty-two hundred and forty Chicago & Pacific Western Division Bonds, issued on road and equipment.....	3,240,000 00
Eight hundred and seventeen Wisconsin Valley Division Bonds, issued on road and equipment.....	817,000 00
Eighteen hundred and sixty-eight Dakota & Great Southern Bonds, issued on road and equipment.....	1,868,000 00
Ten hundred and thirty-four Chicago & Missouri River Division Bonds, issued on road and equipment.....	1,034,000 00
Four hundred and five Hastings & Dakota Division Bonds, issued on road and equipment.....	405,000 00
Total issued.....	\$7,886,000 00

Less—	
Thirty-five Oshkosh & Mississippi River R'y Co. Bonds.....	\$35,000 00
Forty-one La Crosse Division Bonds, exchanged for Preferred Stock and canceled.....	41,000 00
Eleven Dubuque Division Bonds, canceled for Sinking Fund .....	11,000 00

Twenty Wisconsin Valley Division Bonds, canceled for Sinking Fund	\$20,000 00
Two hundred and one Land Grant Bonds, canceled for Sinking Fund.....	201,000 00
Total Bonds retired and canceled.....	\$308,000 00
Net increase in Funded Debt..	\$7,578,000 00
*Total Funded Debt.....	\$119,236,000 00

\*Note.—This includes all bonds issued or liable to be issued under the several mortgages for road already constructed; and all lines under construction at commencement of the year have been practically completed. Of the new issues of bonds your Company has unsold, in its Treasury, \$3,354,000.

Fifty-six thousand dollars of Wisconsin Valley Division Bonds have been deposited with the New England Trust Company, Trustee, and are held in trust as part of the Sinking Fund of the Dubuque Division mortgage.

Eighty-four thousand dollars of St. Paul Division Sterling Bonds have, at request of the holders, been exchanged for Thousand Dollar Bonds.

## EQUIPMENT AND IMPROVEMENT EXPENDITURES.

For Equipment:	
For locomotives and cars purchased.....	\$598,852 12
Amount expended in Company's shops 231,939 37	\$830,791 49

For real estate, depot grounds, etc., purchased:	
At Chicago.....	6,015 33
At St. Paul.....	18,143 30
Additional grounds at other points.....	6,578 91

30,737 54

For new shops, engine houses, freight houses, depots, etc.	260,380 94
Iron bridges.....	44,652 85
New fences and culverts.....	35,217 62
Improvements and extension of yard facilities at sundry points.....	94,184 66
Widealing embankments, ballasting, etc.	22,278 76
New side tracks, sundry points.....	85,511 69
Round house, buildings, yard, etc., at Marion.....	60,796 13
Miscellaneous improvements.....	156,571 96

759,594 61

Total.....

\$1,621,128 64

The following is a comparative statement of the cost of coal consumed by locomotives during the years 1886 and 1887:

1886.	1887.
Tons of coal used.....	875,091
Aggregate cost.....	\$1,848,903 40
Cost per ton.....	\$2 11 1/4
Miles run, per ton.....	26 8/10

934,236

\$1,926,439 55

\$2 06

1886.	1887.
60 lbs. per yard (tons).....	20,815
67 lbs. per yard (tons).....	13,394

18,634

10,873

Total.....

34,209

29,507

## FINANCIAL.

The following condensed balance sheet shows the capital and other accounts at the close of the year:

## CAPITAL ACCOUNTS.

## Credit Items.

Capital Stock, Preferred.....	\$21,596,900 00
Common.....	39,680,361 00
Funded debt, including \$3,401,000 00 of mortgage bonds issued but unsold, held in the Treasury of the Company.....	119,236,000 00

\$180,513,261 00

Total credits.....

## Debit Items.

Cost of Road and Equipment.....	\$177,374,429 79
Cost of Coal lands and Mining property.....	546,654 03

177,921,068 88

Total debits.....

\$3,592,177 18

Excess of credits.....

The current assets and liabilities stand as follows:

## Assets.

## Investment Account—Stock and Bonds:

Chicago Evanston & Lake Superior R'y Bonds.....	\$1,253,400 00
Oshkosh & Mississippi River R'y Bonds.....	211,000 36
Kansas City Belt R'y Bonds and Stock.....	164,888 88
Minnesota Transfer R'y Co. Bonds and Stock.....	101,601 56
St. Paul Union Depot Co. Stock.....	70,000 00
Sundry other investments.....	1,118,307 71

2,009,148 15

Stock of Material and Fuel on hand.....

\$2,927,171 00

Miscellaneous accounts, current balances.....

566,735 71

3,493,906 71

Mortgage Bonds of the Company unsold, held in the Treasury of the Company.....

—

Bills Receivable.....

\$21,200 00

269,883 36

Due from Agents and Conductors.....

253,090 44

Due from U. S. Government.....

2,621,945 67

Cash, New York Office.....

500,000 00

Call Loans, New York.....

194,373 67

F. G. Ranney Treasurer.....

3,290,493 14

Total Assets.....

\$13,058,548 00

## Liabilities.

Due on Vouchers and Pay Rolls.....

\$2,506,431 90

Less—

66,610 27

Interest Coupons not called for.....

32,844 32

Interest Coupons not presented.....

3,895,455 05

Interest accrued but not yet payable.....

4,074,358 03

Surplus Income Account.....

4,074,358 03

Total Liabilities.....

10,466,370 89

Excess Assets over Liabilities.....

\$2,592,177 18

From these figures it appears that at the close of the year your Company had no floating indebtedness other than current monthly

vouchers and pay rolls, and that its assets were largely in excess of all liabilities, including among its liabilities \$4,074,998.68 of surplus income.

#### DECISION IN AN IMPORTANT SUIT.

The case of William Barnes, Trustee, *vs.* the Chicago Milwaukee & St. Paul Railway Company, was decided by the Supreme Court of the United States, in May last. This case, during its progress, was the frequent subject of comment in the newspapers on account of the legal questions claimed to be involved. It arose out of the following facts:

William Barnes was trustee of the so-called "Third Mortgage," given in 1858 by the La Crosse & Milwaukee Railway Company, covering the line of road from Milwaukee to La Crosse to secure two millions of dollars of bonds. In May, 1859, Barnes, as Trustee, assumed to foreclose said mortgage by a sale under the power in the mortgage, in pursuance of the statute in such case made and provided. At that sale, in virtue of a statute of the State, he became the purchaser for the benefit of the bondholders, and immediately thereafter, in connection with them, organized the Milwaukee & Minnesota Railroad Company, and transferred to the Company so organized all the property included in the mortgage, and purchased by him at the sale. Nearly all the bondholders surrendered their bonds to the new organization and took stock of the Company, and none of them made any objection to Barnes' proceedings. From that time the La Crosse & Milwaukee Company ceased to exist as a corporation, and the Company so formed claimed to be the owner of the property, subject to prior liens, and was so treated and made a party in all the subsequent foreclosure proceedings of the prior mortgages; and, in virtue of a decision of the Supreme Court, was placed in possession of the eastern division of the road as such owner, and held and operated the same until its title was extinguished by the foreclosure of prior liens and the purchase by this Company. It was the principal defendant in all of the foreclosure suits of the prior encumbrances. Afterwards, in 1878, Barnes filed a bill in the Circuit Court of the United States for the Eastern District of Wisconsin, claiming that his former foreclosure, in 1859, of said mortgage was illegal and invalid; that the Company formed by him with the assent of the bondholders on his first foreclosure never acquired any title to the property, and asking to have the whole of his former proceedings set aside and annulled, and that his mortgage be declared an existing and valid lien upon the property, and that he have a foreclosure thereof. To this bill our Company pleaded the former foreclosure, the formation by the purchasers, under the statute, of the Milwaukee & Minnesota Railway Company, and the transfer to it of all the mortgaged property with the assent of the bondholders.

The Circuit Court, on the hearing in 1883, sustained the defense and dismissed the bill, from which decree Barnes appealed to the Supreme Court, and by its decision that decree was affirmed in all respects, and is a final bar to any claim under that mortgage.

To Mr. Miller and to the officers and employees of the Company much credit is due for the manner in which they have discharged their respective duties.

By order of the Board of Directors.

FRANK S. BOND,  
Vice-President.

March, 1888.

**Charleston Cincinnati & Chicago.**—This road is being built by the Massachusetts & Southern Construction Co. from Charleston, S. C., northwest through Camden, Lancaster and Blacks, S. C., Rutherfordton, Marion and Johnson City, Tenn., Estillville, Va., Pikeville and Richardson, Ky., to the Ohio River at Ashland, a distance of 600 miles. Branches will also be built from Lancaster north to Charlotte, N. C., 40 miles; Blacks south to Augusta, Ga., 130 miles, and Rutherfordton south to Spartanburg, S. C., 30 miles. At present the road is in operation between Ashland and White House, Ky., 60 miles, and between Rutherfordton and Blacks, 45 miles. The line from Charleston, S. C., to Marion and Ashville, N. C., will probably be opened for business in July, 1888. Between Camden and Lancaster but seven miles of track remain to be laid. All the preliminary surveys have been finished. Seven corps of engineers are now making the location north of Marion, N. C., and one between Augusta, Ga., and Shelby, N. C., 70 miles of which have already been graded. Contracts for new work will be let about July 1. R. A. Johnson, 45 Broadway, New York, is General Manager, and T. E. Matson, Rock Hill, S. C., is chief engineer.—*Railroad Gazette.*

**Consolidated Gas.**—The directors of the Consolidated Gas Company on Wednesday authorized an issue of \$3,000,000 new 5 per cent bonds. The new issue is to provide for new construction and plant, with a view to increasing the output, particularly in the far northern parts of the city, and will permit a larger business, which the directors say will be beneficial to the stockholders. All of the issue may not be used this year.

**Flint & Pere Marquette.**—The Flint & Pere Marquette case has been appealed to the United States Supreme Court. This appeal, the *N. Y. World* says, will prevent immediate delivery of certificates to common shareholders, and payment of 5 per cent extra to the preferred shareholders, but will not prevent common shareholders voting on their provisional receipts, nor permit the purchase of the Port Huron and Northwestern road. The committee of common stockholders in Boston say that every point contended for at the final hearing by the common holders was decided in their favor. The pay-

#### Oregon Improvement Co.

(For the year ending Nov. 30, 1887.)

The earnings, expenses and results of the several departments of the company in the last fiscal year were as follows:

Departments.	Gross Earnings.	Expenses.	Net Earnings.
Pacific Coast S. S. Co.	\$2,635,750	\$1,929,263	\$709,484
Pacific Coast Ry. Co.	193,004	82,989	110,014
Col. & Puget Sound RR.	290,876	157,895	132,983
Coal department.	667,873	509,057	158,815
Beale Street wharf.	14,485	4,006	10,479
Steam colliers.	253,583	216,057	37,525
Land and flumes.	2,409	17,553	Loss 15,143
General expenses.	.....	9,949	Loss 9,949
Total, 1887.	\$4,060,970	\$2,926,775	\$1,134,194
Total, 1886.	2,946,106	2,220,672	725,434
Increase.	\$1,114,864	\$706,103	\$408,760

Showing an increase in gross earnings of 34 5-10 per cent, in expenses of 31 8-10 per cent and in net earnings of 56 3-10 per cent.

The report of the President, Mr. Elijah Smith, says that this marked improvement is attributable to the rapid increase in the population of the cities and development of lands throughout the Pacific Coast States and Territories, particularly in those portions of California tributary to the steamship routes; and to the increased demand for coal consequent upon the limited supply in 1887 of coals usually imported from abroad. The report states that under the circular of May, 1887, the subscription to the \$3,000,000 of new pref. stock offered amounted to only \$350,000 up to Nov. 30, and in January, 1888, the stockholders were again asked to take the balance of \$1,150,000. The company needs this year, mainly for steamers, the sum of \$1,472,000 over and above its available quick assets, and it has been under the heavy charge of \$350,000 per annum for charters to other vessels, most of which could be saved. Mr. Smith concludes by remarking that it remains with stockholders to decide when the company shall resume the payment of dividends, as they can by taking the preferred stock enable the company to resume at once and apply its earnings to the payment of dividends; otherwise such payments will be delayed for eight or ten months. [At late dates it is reported that \$1,100,000 has been taken.]

ment of about \$325,000 (five per cent) to the preferred holders will take from the land funds less than one-half of the surplus, which land funds the trustees have been holding and accumulating since the reorganization. The court holds that the management violated their duty in that they neglected to declare full 7 per cent dividends, and therefore in doing equity to all parties orders the payment of the deficiencies on preferred stock.

**New York Stock Exchange—New Securities Listed.**—The Governing Committee of the Stock Exchange have admitted the following securities to the list:

**CHICAGO MILWAUKEE & ST. PAUL RAILWAY.**—\$800,000 additional Chicago & Pacific, Western Division, first mortgage 5s, making the total amount listed \$25,340,000.

**ST. LOUIS ARKANSAS & TEXAS RAILWAY.**—\$660,000 additional first mortgage bonds, making the total amount \$15,675,000.

**VIRGINIA MIDLAND RAILWAY.**—\$375,000 additional general mortgage 5s, making the total amount \$4,095,000. The income bonds on the list were reduced to \$251,000.

**SEABOARD NATIONAL BANK.**—The capital stock of \$500,000, consisting of 5,000 shares of \$100 each.

**Lehigh & Eastern.**—This railroad was sold to a syndicate of Philadelphia, Sunbury and Harrisburg capitalists, represented by Silas V. Newberger of Lehigh County. This is said to mean the construction of a road from Sunbury, Northumberland County, eastward across that county and southern Luzerne County to Hazleton, thence to the Delaware Valley at Stroudsburg and up that valley to Port Jervis, N.Y., a distance of 120 miles. The purchase was led to and hastened by the recent purchase by Senator H. B. Low of Middletown, N. Y., and other New York capitalists of the Port Jervis & Monticello Railroad and the formation by them of the Poughkeepsie & Delaware Valley Railroad Company, their intention being to extend the Port Jervis & Monticello road to Poughkeepsie. The idea of the Pennsylvania syndicate is to make a direct through route from the coal and lumber regions of Pennsylvania to Boston and Central New England by way of the Port Jervis & Monticello and Poughkeepsie Bridge connection.

**San Antonio & Aransas Pass.**—A press dispatch from San Antonio, March 25, said that this railway has concluded arrangements with the holders of their floating and equipment debt to pay them in full with second mortgage bonds. The bonds will be issued at the rate of \$8,000 per mile of completed road, will run forty years, and bear 5 per cent interest from July 1 next; but interest for the first five years will be payable out of the surplus income over expenses, interest on first mortgage and necessary expenditures for improvements. This puts the road in funds for purchasing a large additional equipment, which its increasing business has made necessary.

—A committee of prominent gentlemen from Austin waited on the management with reference to an extension of its road from Yokum, via Gonzales and New Braunfels, to Austin. President Lott submitted a proposition which will be laid before a mass meeting of citizens at Austin.

## The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, March 30, 1888.

This is Good Friday, and although not a bank holiday causes the almost total suspension of business down town. All the principal exchanges are closed. The weather has become more spring like—warmer, with heavy rains—and some further progress has been made in re-opening inland navigation in northern latitudes. Action on the tariff bill is delayed by the severe illness of Mr. Mills, the chairman of the Committee of Ways and Means. New complications have arisen in the Western railroad strikes, and serious troubles are threatened between the managers of the great breweries of the country and their employees.

Lard on the spot has latterly been more active, and yesterday brought more money. To-day the market was quiet, closing this afternoon at 7-70c. for prime city, 7-97½@8-02½c. for prime to choice Western, 7-80c. for refined to the Continent and 8-60c. for South America. Lard for future delivery became active on Tuesday, in sympathy with the corn market, and prices made some advance on Wednesday. To-day there was no decided change, but the speculation showed considerable spirit.

## DAILY CLOSING PRICES OF LARD FUTURES.

	Satur'dy.	Mond'y	Tues'dy.	Wedns'dy.	Thurs'dy.	Friday.
April delivery....	7-77	7-80	7-84	7-93	7-93	
May delivery....	7-77	7-79	7-84	7-93	7-93	
June delivery....	7-81	7-81	7-86	7-95	7-94	
July delivery....	7-86	7-84	7-89	7-97	7-97	
August delivery....	7-90	7-88	7-92	8-00	8-00	
Sept. delivery....	7-94	7-90	7-95	8-04	8-03	
Oct. delivery....	7-92	7-93	....	8-04	8-03	

Pork has been unsettled, but closes with a better demand; mess \$14 25@15; extra prime \$13; clear \$13 25@18. Cut meats are quite firm, with a better inquiry; pickled bellies 7@7½c.; shoulders 6½@7c., and hams 9½@10½c.; smoked shoulders 7½@8c., and hams 11@11½c. Beef is nominal at \$7@7 50 for extra mess and \$8@8 50 for packet per bbl.; India mess quoted \$14@16 per tierce and beef hams \$16@16 25 per bbl. Tallow is firmer at 4½c. Stearine is quiet at 8½@8½c. Oleomargarine is easier at 6½@6½c. Butter is in full supply and weak; 21@31c. for creamery, 21@29c. for Sate dairy. Cheese is quiet; fancy fall-made is quoted at 12@12½c. for colored and 12½c. for white, with common to fine 10@11½c. and skims 4@4½c.

Coffee on the spot has continued active for all grades, but was rather quiet to-day. The speculation in Rio options has been active, but the course of prices was variable and somewhat irregular. To-day there was some depression at the opening, but the close showed a partial advance on yesterday, with sellers as follows:

April .....	11-90c.	August .....	10-25c.	December .....	10-25c.
May .....	10-95c.	September .....	10-25c.	January .....	10-25c.
June .....	10-90c.	October .....	10-25c.	February .....	10-25c.
July .....	10-65c.	November .....	10-25c.		

Raw sugars have declined a fraction, but at the reduction were yesterday quite active, including three cargoes Muscovado, 89 degrees test, at 2 11 16c. c. and f. To-day business was quiet, with fair refining Cuba quoted 4½c., and centrifugal 96 degrees test 5 7-10c. Molasses has been steady and moderately active at 20½c. for 50 deg. test. The sale of 12,725 packages tea by auction, on Wednesday, went off at full prices. Foreign fresh fruits continue to sell very well at public sale.

Kentucky tobacco has been quiet without essential change in prices. Lugs, 4½@6c., and leaf, 6½@12c., with sales of 300 hds., of which 150 for export. Seed leaf has continued to meet with a good demand, and sales for the week are 1,550 cases, as follows: 200 cases 1881-85 crop, Pennsylvania, 9@14c.; 450 cases 1886 crop, Pennsylvania, 10@15c.; 150 cases 1886 crop, Pennsylvania Havana seed, 10@12c.; 450 cases 1886 crop, Wisconsin Havana, 6½@11c.; 150 cases 1886 crop, Dutch, 9@11c.; 150 cases sundries, 8@9c.; also 300 bales Havana, 60c. @ \$1 10, and 250 bales Sumatra, \$1 40@\$1 75.

Spirits Turpentine is firmer at 40c., but closes quiet, and resins also slightly dearer at \$1-22½c. @ \$1-27½c. for common to good strained. Crude petroleum certificates close at 87½c. @ 88½c.

Prices on the Metal Exchange show a decided though somewhat irregular decline in speculative values. Straits tin has yielded most, under unfavorable foreign advices, but to-day was somewhat irregular; prompt deliveries being firmer at 36½c. on the spot, with sales at 31c. for April and 29 40c. for May, but June quoted 28c. Ingot copper was also steadier, selling at 15 95c. for April and 16c. for May. Lead, however, continued dull and weak—quoted at 5 10c. for April; and spelter was lower at 5 02½c. for April. The iron markets are dull and unsettled.

## COTTON.

FRIDAY, P. M., March 30, 1888.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Mar. 30), the total receipts have reached 33,396 bales, against 33,330 bales last week, 47,333 bales the previous week and 78,469 bales three weeks since, making the total receipts since the 1st of September, 1887, 5,094,037 bales, against 5,040,833 bales for the same period of 1886-7, showing an increase since September 1, 1887, of 53,154 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston .....	622	244	458	181	391	311	2,217
Indiana, &c. ....	.....	.....	.....	.....	.....	.....	.....
New Orleans .....	1,910	2,935	4,332	2,250	2,771	2,455	16,653
Mobile .....	190	250	14	.....	49	137	640
Florida .....	.....	.....	.....	.....	.....	65	65
Savannah .....	1,303	790	674	205	215	27	3,216
Brunsw'k, &c. ....	.....	.....	.....	.....	.....	1,014	1,014
Charleston .....	270	325	133	534	132	16	1,410
Port Royal, &c. ....	.....	.....	.....	.....	.....	114	114
Wilmington .....	202	18	3	2	3	52	280
Wash'gton, &c. ....	.....	.....	.....	.....	.....	4	4
Norfolk .....	96	265	123	175	321	180	1,160
West Point, &c. ....	7	255	244	342	342	614	1,804
New York .....	71	15	50	40	1,181	25	1,382
Boston .....	727	203	19	272	718	530	2,469
Baltimore .....	.....	.....	.....	.....	.....	800	800
Philadelphia, &c. ....	5	65	13	.....	50	35	168
Totals this week	5,405	5,365	6,063	4,001	6,175	6,389	33,396

\* Estimated.

For comparison we give the following table showing the weeks' total receipts, the total since September 1, 1887, and the stock to-night, compared with last year.

Receipts to Mar. 30.	1887-88.		1886-87.		Stock.	
	This Week.	Since Sep. 1, 1887.	This Week.	Since Sep. 1, 1886.	1888.	1887.
Galveston ...	2,217	636,0.9	2,077	692,070	14,411	21,436
Ind'nola, &c. ....	.....	.....	.....	.....	.....	.....
New Orleans .....	16,653	1,627,579	13,507	1,663,450	253,518	202,133
Mobile .....	640	200,311	1,014	210,310	25,003	4,762
Florida .....	63	23,327	25	22,918	.....	.....
Savannah .....	3,216	825,572	2,262	781,075	28,724	10,242
Brunsw', &c. ....	1,014	72,125	34	31,318	.....	.....
Charleston .....	1,410	391,685	1,056	359,809	17,880	10,131
P. Royal, &c. ....	114	14,849	411	17,251	50	260
Wilmington .....	280	166,301	297	133,216	4,545	2,256
Wash'gtn, &c. ....	4	4,906	5	3,740	.....	.....
Norfolk .....	1,160	440,318	1,516	518,860	23,522	11,116
W. Point, &c. ....	1,804	480,157	1,880	319,558	581	9,349
New York....	1,382	75,917	4,760	87,994	287,507	228,663
Boston .....	2,469	70,799	2,746	94,872	14,000	6,500
Baltimore .....	800	39,401	.....	63,815	18,603	11,890
Phil'del'a, &c. ....	168	24,751	2,525	40,537	19,701	22,454
Totals .....	33,396	5,094,037	34,115	5,040,883	708,075	541,192

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1888.	1887.	1886.	1885.	1884.	1883.
Galveston, &c. ....	2,217	2,077	4,580	981	2,389	11,423
New Orleans .....	16,653	13,507	16,989	12,632	8,842	25,980
Mobile .....	640	1,014	1,537	809	1,181	1,473
Savannah .....	3,216	2,262	6,075	2,444	2,251	2,912
Charlest'n, &c. ....	1,524	1,467	5,354	860	2,912	4,812
Wilm'gtn, &c. ....	281	302	871	133	519	1,251
Norfolk .....	1,160	1,516	9,527	3,528	2,864	9,720
W. Point, &c. ....	1,804	1,850	3,349	537	2,368	2,620
All others....	5,898	10,090	10,813	6,137	12,765	14,412
Tot. this week	33,396	34,115	59,095	28,111	37,091	78,708

Since Sept. 1 5094,037 5040,883 48,0,597 1579,28 1519,661 5408,490

Galveston includes Indiana; Charleston includes Port Royal, &c.; Wilmington includes Moreh'd City, &c.; West Point includes City Point, &c.

The exports for the week ending this evening reach a total of 56,933 bales, of which 38,818 were to Great Britain, 7,082 to France and 12,083 to the rest of the Continent. Below are the exports for the week and since September 1, 1887.

Exports from—	Week Ending Mar. 30.				From Sept. 1, 1887, to Mar. 30, 1888			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston .....	.....	.....	.....	.....	223,970	4,024	81,275	360,273
New Orleans .....	16,653	6,778	8,121	31,564	607,012	257,422	3,2,082	1,210,463
Mobile .....	.....	.....	.....	.....	62,4-8	.....	.....	62,4-8
Florida .....	.....	.....	.....	.....	8,443	.....	.....	3,443
Savannah .....	.....	2,940	2,049	181,916	12,480	240,998	49,704	49,704
Charleston .....	.....	515	5-5	76,637	25,839	173,778	270,252	270,252
Wilmington .....	.....	107	107	76,808	6,395	37,742	120,043	120,043
Norfolk .....	.....	.....	.....	.....	215,909	.....	3,375	219,774
West Point, &c. ....	1,534	.....	1,584	207,514	.....	1,099	208,913	208,913
New York....	14,991	304	1,360	16,495	404,349	28,927	171,752	8,0,918
Boston .....	2,050	.....	50	2,103	155,037	.....	2,250	157,887
Baltimore .....	2,528	.....	2,528	91,508	1,805	29,586	122,759	122,759
Philadelph'a &c. ....	.....	.....	.....	41,171	.....	4,510	45,681	45,681
Total .....	37,818	7,082	12,033	58,933	2,847,843	336,832	1,067,708	3,781,973
Total 1886-7. ....	49,815	5,602	21,502	77,219	2,136,151	145,902	1,051,144	3,932,947

Includes exports from Brunswick.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 24 Beaver Street.

Mar. 30, AT—	Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans.....	8,027	5,161	17,008	2,072	32,268	221,250
Mobile.....	None.	None.	None.	None.	25,003	
Charleston.....	None.	None.	3,600	1,100	4,700	13,180
Savannah.....	None.	None.	800	2,000	2,672	26,724
Galveston.....	2,593	None.	None.	3,077	5,670	8,771
Norfolk.....	5,800	None.	None.	2,500	8,300	15,222
New York.....	11,000	400	5,000	None.	16,400	271,107
Other ports.....	8,000	None.	1,000	None.	9,000	48,480
Total 1888.....	35,420	5,561	27,408	9,949	78,338	629,737
Total 1887.....	27,415	997	24,506	3,352	56,270	484,922
Total 1886.....	63,350	20,863	35,658	11,063	130,934	720,806

The speculation in cotton for future delivery at this market was quite depressed early in the week under review. Saturday was lower, and there was a sharp decline in the early hours of Monday, until this crop ranged 28@32 points below the close on Friday. A small failure was announced. Then a quick rally followed, on a demand to cover contracts, stimulated on Tuesday by an advance in Liverpool, which also caused some revival of speculative confidence among the bulls; but, without making a full recovery, the market became weak and unsettled. On Wednesday, with Liverpool reporting a decided advance, the opening was quite buoyant, so continuing to the second call, when August sold at 40 points advance on the lowest figure of the previous Monday. The demand was here checked, and under sales to realize prices receded slightly. To-day, although Liverpool reported a further and important advance, this market opened lower, partially recovered, but declined again towards the close. The sharp decline in futures at New Orleans was said to be partially due to higher freights from that point. Cotton on the spot declined 1-16c. on Saturday and 1/8c. on Monday. At the decline, business for export became quite brisk, and there was a recovery of 1-16c. on Tuesday, and 1/8c. on Wednesday. Short notices for April were generally stopped, and it was understood that the deliveries will be mostly exported. To-day quotations were revised; low grades of white were advanced; high grades of white and all stained cottons were lower, middling uplands closing at 9 15-16c. The Cotton Exchange adjourned from Thursday to Monday next.

The total sales for forward delivery for the week are 731,400 bales. For immediate delivery the total sales foot up this week 8,643 bales, including 1,700 for export, 1,943 for consumption, — for speculation and — in transit. Of the above — bales were to arrive. The following are the official quotations for each day of the past week—Mar. 24 to Mar. 30.

UPLANDS.	Sat.	Mon.	Tues	Wed	Th.	Fri.
Ordinary.....	71 <sup>16</sup>	61 <sup>16</sup>	7 <sup>16</sup>	7 <sup>16</sup>	73 <sup>16</sup>	
Strict Ordinary.....	79 <sup>16</sup>	77 <sup>16</sup>	7 <sup>16</sup>	7 <sup>16</sup>	71 <sup>16</sup>	
Good Ordinary.....	81 <sup>2</sup>	83 <sup>2</sup>	87 <sup>16</sup>	81 <sup>16</sup>	85 <sup>2</sup>	
Strict Good Ordinary.....	9 <sup>2</sup>	9 <sup>2</sup>	81 <sup>16</sup>	91 <sup>16</sup>	91 <sup>2</sup>	
Low Middling.....	97 <sup>16</sup>	95 <sup>16</sup>	93 <sup>2</sup>	93 <sup>2</sup>	93 <sup>2</sup>	
Strict Low Middling.....	93 <sup>2</sup>	93 <sup>2</sup>	91 <sup>16</sup>	91 <sup>16</sup>	93 <sup>2</sup>	
Middling.....	91 <sup>16</sup>	91 <sup>16</sup>	97 <sup>2</sup>	10 <sup>2</sup>	91 <sup>16</sup>	
Good Middling.....	103 <sup>2</sup>	101 <sup>16</sup>	10 <sup>2</sup>	104 <sup>2</sup>	101 <sup>16</sup>	
Strict Good Middling.....	107 <sup>16</sup>	105 <sup>16</sup>	10 <sup>2</sup>	102 <sup>2</sup>	107 <sup>16</sup>	
Middling Fair.....	101 <sup>16</sup>	101 <sup>16</sup>	10 <sup>2</sup>	10 <sup>2</sup>	101 <sup>16</sup>	
Fair.....	117 <sup>16</sup>	115 <sup>16</sup>	11 <sup>2</sup>	11 <sup>2</sup>	117 <sup>16</sup>	

GULF.	Sat.	Mon	Tues	Wed	Th.	Fri.
Ordinary.....	73 <sup>16</sup>	71 <sup>16</sup>	7 <sup>16</sup>	7 <sup>16</sup>	75 <sup>16</sup>	
Strict Ordinary.....	71 <sup>16</sup>	79 <sup>16</sup>	7 <sup>16</sup>	7 <sup>16</sup>	71 <sup>16</sup>	
Good Ordinary.....	83 <sup>2</sup>	82 <sup>2</sup>	89 <sup>16</sup>	81 <sup>16</sup>	84 <sup>2</sup>	
Strict Good Ordinary.....	9 <sup>2</sup>	9 <sup>2</sup>	91 <sup>16</sup>	93 <sup>2</sup>	94 <sup>2</sup>	
Low Middling.....	99 <sup>16</sup>	97 <sup>16</sup>	91 <sup>2</sup>	93 <sup>2</sup>	95 <sup>16</sup>	
Strict Low Middling.....	97 <sup>16</sup>	94 <sup>16</sup>	91 <sup>16</sup>	91 <sup>16</sup>	97 <sup>16</sup>	
Middling.....	101 <sup>16</sup>	91 <sup>16</sup>	10 <sup>2</sup>	10 <sup>2</sup>	101 <sup>16</sup>	
Good Middling.....	106 <sup>2</sup>	103 <sup>16</sup>	10 <sup>2</sup>	10 <sup>2</sup>	106 <sup>16</sup>	
Strict Good Middling.....	109 <sup>16</sup>	107 <sup>16</sup>	10 <sup>2</sup>	10 <sup>2</sup>	109 <sup>16</sup>	
Middling Fair.....	101 <sup>16</sup>	101 <sup>16</sup>	10 <sup>2</sup>	11 <sup>2</sup>	101 <sup>16</sup>	
Fair.....	119 <sup>16</sup>	117 <sup>16</sup>	11 <sup>2</sup>	11 <sup>2</sup>	117 <sup>16</sup>	

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....	7 <sup>16</sup>	67 <sup>8</sup>	61 <sup>16</sup>	7 <sup>16</sup>	7 <sup>16</sup>	
Strict Good Ordinary.....	711 <sup>16</sup>	79 <sup>16</sup>	75 <sup>2</sup>	74 <sup>2</sup>	71 <sup>16</sup>	Holiday.
Low Middling.....	85 <sup>2</sup>	82 <sup>2</sup>	89 <sup>16</sup>	81 <sup>16</sup>	88 <sup>2</sup>	
Middling.....	91 <sup>2</sup>	93 <sup>2</sup>	97 <sup>16</sup>	99 <sup>16</sup>	94 <sup>2</sup>	

## MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ul'n	Trans- it.	Total.	Sales.	Deliv- ries.
Sat. Easy @ 1 <sup>16</sup> dec.	200	—	—	—	200	98,000	—
Mon. Steady @ 2 <sup>16</sup> dec.	1,000	417	—	—	1,417	217,000	—
Tues. Steady @ 1 <sup>16</sup> adv.	600	634	—	—	1,254	148,100	—
Wed. Steady @ 1 <sup>16</sup> adv.	358	—	—	—	358	170,200	—
Thurs. Firm @ rev. quo.	100	254	—	—	354	98,100	—
Fri. Holi. day.	—	—	—	—	—	—	—
Total.	1,700	1,943	—	—	3,643	731,400	—

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table:

Market, Prices and Sales of Futures.	Market Range and Total Sales.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH						
		March.	April.	May.	June.	July.	August.	September.
Saturday, Mar. 24—	Lower. 98 <sup>0</sup> 99 <sup>4</sup>	Aver. 98 <sup>0</sup> 99 <sup>4</sup>	Aver. 98 <sup>0</sup> 99 <sup>4</sup>	Aver. 98 <sup>0</sup> 99 <sup>4</sup>	Aver. 98 <sup>0</sup> 99 <sup>4</sup>	Aver. 98 <sup>0</sup> 99 <sup>4</sup>	Aver. 98 <sup>0</sup> 99 <sup>4</sup>	Aver. 98 <sup>0</sup> 99 <sup>4</sup>
Sales, total (range)	934@ 994	955@ 962	969@ 974	979@ 983	985@ 989	990@ 994	995@ 999	996@ 1000
Closing.....	957— 959	958— 959	960— 961	979— 980	986— 987	993— 994	998— 999	1000— 1001
Monday, Mar. 26—	Lower. 21 <sup>16</sup> 20 <sup>0</sup>	Aver. 20 <sup>0</sup> 21 <sup>16</sup>	Aver. 20 <sup>0</sup> 21 <sup>16</sup>	Aver. 20 <sup>0</sup> 21 <sup>16</sup>	Aver. 20 <sup>0</sup> 21 <sup>16</sup>	Aver. 20 <sup>0</sup> 21 <sup>16</sup>	Aver. 20 <sup>0</sup> 21 <sup>16</sup>	Aver. 20 <sup>0</sup> 21 <sup>16</sup>
Sales, total (range)	928@ 998	949@ 951	952@ 953	964— 965	974— 975	982— 983	990— 991	997— 1000
Closing.....	952— 953	954— 955	956— 957	965— 966	975— 976	985— 986	994— 995	1000— 1001
Tuesday, Mar. 27—	Lower. 14 <sup>16</sup> 10 <sup>0</sup>	Aver. 10 <sup>0</sup> 14 <sup>16</sup>	Aver. 10 <sup>0</sup> 14 <sup>16</sup>	Aver. 10 <sup>0</sup> 14 <sup>16</sup>	Aver. 10 <sup>0</sup> 14 <sup>16</sup>	Aver. 10 <sup>0</sup> 14 <sup>16</sup>	Aver. 10 <sup>0</sup> 14 <sup>16</sup>	Aver. 10 <sup>0</sup> 14 <sup>16</sup>
Sales, total (range)	934@ 1015	947@ 1007	957@ 990	968@ 1000	978@ 1009	988@ 1010	998@ 1013	1008@ 1014
Closing.....	977— 978	978— 979	979— 980	980— 981	981— 982	982— 983	983— 984	984— 985
Wednesday, Mar. 28—	Lower. 10 <sup>0</sup> 9 <sup>16</sup>	Aver. 9 <sup>16</sup> 10 <sup>0</sup>	Aver. 9 <sup>16</sup> 10 <sup>0</sup>	Aver. 9 <sup>16</sup> 10 <sup>0</sup>	Aver. 9 <sup>16</sup> 10 <sup>0</sup>	Aver. 9 <sup>16</sup> 10 <sup>0</sup>	Aver. 9 <sup>16</sup> 10 <sup>0</sup>	Aver. 9 <sup>16</sup> 10 <sup>0</sup>
Sales, total (range)	942@ 1011	951@ 997	957@ 987	962@ 997	968@ 998	974@ 999	980@ 1000	986@ 1001
Closing.....	951— 952	957— 958	962— 963	968— 969	974— 975	980— 981	986— 987	992— 993
Thursday, Mar. 29—	Lower. 9 <sup>16</sup> 8 <sup>16</sup>	Aver. 8 <sup>16</sup> 9 <sup>16</sup>	Aver. 8 <sup>16</sup> 9 <sup>16</sup>	Aver. 8 <sup>16</sup> 9 <sup>16</sup>	Aver. 8 <sup>16</sup> 9 <sup>16</sup>	Aver. 8 <sup>16</sup> 9 <sup>16</sup>	Aver. 8 <sup>16</sup> 9 <sup>16</sup>	Aver. 8 <sup>16</sup> 9 <sup>16</sup>
Sales, total (range)	942@ 990	951@ 974	957@ 984	963@ 995	969@ 984	975@ 992	981@ 991	987@ 990
Closing.....	951— 952	957— 958	963— 964	969— 970	975— 976	981— 982	987— 988	993— 994
Friday, Mar. 30—	Lower. 8 <sup>16</sup> 7 <sup>16</sup>	Aver. 7 <sup>16</sup> 8 <sup>16</sup>	Aver. 7 <sup>16</sup> 8 <sup>16</sup>	Aver. 7 <sup>16</sup> 8 <sup>16</sup>	Aver. 7 <sup>16</sup> 8 <sup>16</sup>	Aver. 7 <sup>16</sup> 8 <sup>16</sup>	Aver. 7 <sup>16</sup> 8 <sup>16</sup>	Aver. 7 <sup>16</sup> 8 <sup>16</sup>
Sales, total (range)	934@ 990	941@ 974	947@ 984	953@ 995	959@ 984	965@ 992	971@ 991	977@ 990
Closing.....	941— 942	947— 948	953— 954	959— 960	965— 966	971— 972	977— 978	983— 984
Total sales this week.	731,400	959	1,204,500	974	2,438,000	992	804,500	1,240,900
Average price, week.	1,877		2,074,100		2,431,900		1,764,600	
Sales in 8 <sup>16</sup> 9 <sup>16</sup>	18,994,900		31,121,200		2,438,000		1,877,900	

\* Includes sales in September, 1887, for September, 258,200; September-October, for October, 570,200; September-November, for November, 481,600; September-December, for December, 1,027,400; September-January, for January, 2,256,600; September-February, for February, 1,591,700.

† We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

Transferable Orders—Saturday, 9<sup>60</sup>c.; Monday, 9<sup>55</sup>c.; Tuesday, 9<sup>60</sup>c.; Wednesday, 9<sup>80</sup>c.; Thursday, 9<sup>75</sup>c.; Friday, —.

The following exchanges have been made during the week:

— 28 pd. to exch. 1,000 Apr. for July. — 21 pd. to exch. 1,300 Apr. for June.

— 48 pd. to exch. 400 Sept. for May. — 11 pd. to exch. 200 Apr. for May.

— 12 pd. to exch. 1,200 June for Aug. — 19 pd. to exch. 200 May for July.

— 10 pd. to exch. 100 May for June.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat are this week's returns,

and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Mar. 30), we add the item of exports from the United States, including in it the exports of Friday only.

	1888.	1887.	1886.	1885.
Stock at Liverpool.....bales	868,000	959,000	713,000	1,008,000
Stock at London.....	21,000	14,000	22,000	36,000
Total Great Britain stock.	889,000	973,000	735,000	1,044,000
Stock at Hamburg.....	4,000	3,200	4,100	6,000
Stock at Bremen.....	47,900	40,000	41,200	54,000
Stock at Amsterdam.....	20,000	24,000	29,000	51,000
Stock at Rotterdam.....	400	400	500	500
Stock at Antwerp.....	700	1,400	1,300	900
Stock at Havre.....	171,000	239,000	164,000	180,000
Stock at Marseilles.....	3,000	5,000	7,000	5,000
Stock at Barcelona.....	73,000	46,000	84,000	83,000
Stock at Genoa.....	5,000	6,000	14,000	7,000
Stock at Trieste.....	5,000	11,000	5,000	4,000
Total Continental stocks.....	330,000	376,000	350,100	391,400
Total European stocks.....	1,219,000	1,349,000	1,085,100	1,435,400
India cotton afloat for Europe.....	205,000	250,000	185,000	168,000
Amer. cotton afloat for Eur'pe.....	235,000	420,000	292,000	212,000
Egypt, Brazil, &c., afloat for Eur'pe.....	38,000	51,000	10,000	12,000
Stock in United States ports.....	708,075	541,192	851,740	667,326
Stock in U. S. interior towns.....	245,601	121,932	311,763	135,057
United States exports to-day.....	5,920	23,714	23,256	8,000

Total visible supply ..... 2,656,596 2,756,833 2,758,859 2,637,783  
Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....bales	678,000	777,000	527,000	788,000
Continental stocks.....	215,000	280,000	264,000	257,000
American afloat for Europe.....	235,000	420,000	292,000	212,000
United States stock.....	708,075	541,192	851,740	667,326
United States interior stocks.....	245,601	121,932	311,763	135,057
United States exports to-day.....	5,920	23,714	23,256	8,000

Total American.....	2,087,596	2,163,838	2,269,759	2,097,383
<i>East Indian, Brazil, &amp;c.—</i>				
Liverpool stock.....	190,000	182,000	186,000	220,000
London stock.....	21,000	14,000	22,000	36,000
Continental stocks.....	115,000	96,000	86,100	104,400
India afloat for Europe.....	205,000	250,000	185,000	168,000
Egypt, Brazil, &c., afloat.....	38,000	51,000	10,000	12,000
Total East India, &c.....	569,000	593,000	489,100	510,400
Total American.....	2,087,596	2,163,838	2,269,759	2,097,383

Total visible supply.....	2,656,596	2,756,833	2,758,859	2,637,783
Priov. Mid. Upd., Liverpool.....	53d.	51 <sup>1</sup> <sub>16</sub> d.	5d.	6d
Priov. Mid. Upd., New York.....	91 <sup>1</sup> <sub>16</sub> d.	10 <sup>1</sup> <sub>16</sub> d.	91 <sup>1</sup> <sub>16</sub> d.	11 <sup>1</sup> <sub>16</sub> d.

The imports into Continental ports this week have been 40,000 bales.

The above figures indicate a *decrease* in the cotton in sight to-night of 100,242 bales as compared with the same date of 1887, a *decrease* of 102,263 bales as compared with the corresponding date of 1886 and an *increase* of 18,813 bales as compared with 1885.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1886-87—is set out in detail in the following statement.

TOWNS.	Movement to Mar. 30, 1888.			
	Receipts.	Shipments.	Stock.	Movement to Apr. 1, 1887.
AUGUSTA, Ga.....	391	1,00,390	1,330	22,815
COLUMBUS, Ga.....	34	56,471	750	6,958
MONTEZUMA, Ga.....	50	50,642	14	3,100
SELMA, Ala.....	106	99,297	109	8,207
MEMPHIS, Tenn.....	2,931	630,001	83,522	5,352
DALLAS, Texas.....	30	13,179	102	83
PALMERS, Tex.....	80	8,665	30	1,370
SHREVEPORT, La.....	895	87,446	1,08	10,305
GRINNELL, Miss.....	916	92,923	1,051	1,036
ELGIN, Ga.....	35	32,479	112	1,028
ATLANTA, Ga.....	150	12,766	207	2,649
ROME, Ga.....	157	10,869	500	8,066
CHARLOTTE, N. C.....	50	6,019	2,00	2,991
ST. LOUIS, Mo.....	58	19,568	58	100
CHICAGO, Ill.....	3,802	427,822	4,693	66,132
TOTAL, old towns.....	13,399	2,431,728	23,940	245,601
Newberry, S. C. ....	25	165,94	25	1,500
Raleigh, N. C. ....	170	31,314	215	1,500
Petersburg, Va. ....	69	14,968	2104	1,500
Louisville, Ky. ....	51	12,028	682	634
Little Rock, Ark. ....	308	24,802	928	6,712
Houston, Tex. ....	1,228	24,820	4,797	1,925
Total, new towns.....	2,476	77,049	6,158	17,136
Total, all.....	15,875	3,204,777	30,098	262,737

\* The figures for Louisville in both years are "net." + This year's figures estimated.

The above totals show that the old interior stocks have *decreased* during the week 10,541 bales and are to-night 123,669 bales *more* than at the same period last year. The receipts at

the same towns have been 12,579 bales *less* than the same week last year, and since September 1 the receipts at all the towns are 29,176 bales *more* than for the same time in 1886-7.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending—	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—				
	Satur.	Mon.	Tues.	Wednes.	Thurs.
Mar. 30.					
Galveston....	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>
New Orleans....	9 <sup>3</sup> <sub>8</sub>	9 <sup>3</sup> <sub>8</sub>	9 <sup>3</sup> <sub>8</sub>	9 <sup>3</sup> <sub>8</sub>	9 <sup>3</sup> <sub>8</sub>
Mobile.....	9 <sup>3</sup> <sub>8</sub>	9 <sup>3</sup> <sub>8</sub>	9 <sup>3</sup> <sub>8</sub>	9 <sup>3</sup> <sub>8</sub>	9 <sup>3</sup> <sub>8</sub>
Savannah.....	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>
Charleston.....	9 <sup>1</sup> <sub>2</sub>	Nominal.	Nominal.	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>
Wilmington.....	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>
Norfolk.....	9 <sup>5</sup> <sub>8</sub>	9 <sup>5</sup> <sub>8</sub>	9 <sup>5</sup> <sub>8</sub>	9 <sup>5</sup> <sub>8</sub>	9 <sup>5</sup> <sub>8</sub>
Boston.....	10 <sup>1</sup> <sub>8</sub>	10	9 <sup>7</sup> <sub>8</sub>	10	10 <sup>1</sup> <sub>8</sub>
Baltimore.....	10	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	10
Philadelphia.....	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>	10 <sup>1</sup> <sub>8</sub>
Augusta.....	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>
Memphis.....	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>
St. Louis.....	9 <sup>7</sup> <sub>8</sub>	9 <sup>7</sup> <sub>8</sub>	9 <sup>7</sup> <sub>8</sub>	9 <sup>7</sup> <sub>8</sub>	9 <sup>7</sup> <sub>8</sub>
Cincinnati.....	9 <sup>7</sup> <sub>8</sub>	9 <sup>7</sup> <sub>8</sub>	9 <sup>7</sup> <sub>8</sub>	9 <sup>7</sup> <sub>8</sub>	9 <sup>7</sup> <sub>8</sub>
Louisville.....	9 <sup>5</sup> <sub>8</sub>	9 <sup>5</sup> <sub>8</sub>	9 <sup>5</sup> <sub>8</sub>	9 <sup>5</sup> <sub>8</sub>	9 <sup>5</sup> <sub>8</sub>

Holiday.....

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

Week Ending—	Receipts at the Ports.		Stk at Interior Towns.	Recpts from Plant'ns.		
	1886.	1887.	1888.	1886.	1887.	1888.
Feb. 24.....	92,867	95,013	99,024	442,008	301,199	350,014
Mar. 2.....	68,223	70,951	65,562	442,408	205,911	324,583
" 9.....	62,129	72,953	73,469	421,736	239,962	302,503
" 16.....	57,743	57,716	47,333	392,724	200,914	284,870
" 23.....	64,926	49,298	38,383	358,832	175,846	276,966
" 30.....	50,093	34,115	33,396	385,063	143,108	202,737

The above statement shows—1. That the total receipts from the plantations since September 1, 1887, are 5,332,944 bales; in 1886-7 were 5,135,991 bales; in 1885-6 were 5,170,410 bales.

2.—That, although the receipts at the outports the past week were 33,396 bales, the actual movement from plantations was only 19,173 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 3,437 bales and for 1886 they were 30,000 bales.

AMOUNT OF COTTON IN SIGHT MAR. 30.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Mar. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

Week Ending—	Receipts at the Ports.		Stk at Interior Towns.	Recpts from Plant'ns.
	1887-88.	1886-87.	1885-86.	1884-85.
Receipts at the ports to Mar. 30, 5,094,037	5,094,037	5,040,883	4,850,597	4,579,287
Interior stocks on Mar. 30 in excess of September 1.....	238,907	95,108	319,813	127,783
Total receipts from plantat'ns.....	5,332,944	5,135,991	5,170,410	4,707,070
Net overland to Mar. 1.....	816,752	623,233	617,134	501,782
Southern consumpt'n to Mar. 1.....	300,000	250,000	205,000	180,000
Total in sight Mar. 30.....	6,449,696	6,009,224	5,992,544	5,388,852
Northern spinners' takings to Mar. 30.....	1,467,316	1,310,186	1,422,387	1,120,763

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 410,472 bales, the increase as compared with 1885-6 is 457,152 bales and the increase over 1884-5 is 1,060,844 bales.

WEATHER REPORTS BY TELEGRAPH.—Telegraphic advices to us from the South to-night indicate that in very many sections the rainfall has been extremely heavy during the week, resulting in floods in Alabama and Georgia. Planting preparations are generally quite backward, and are especially so in the Atlantic States.

Galveston, Texas.—We have had rain on three days of the week, the rainfall reaching fifteen hundredths of an inch. Average thermometer 57, highest 66, lowest 48.

Palestine, Texas.—It has rained on three days of the week, the rainfall reaching one inch and forty hundredths. The thermometer has averaged 51, the highest being 66 and the lowest 38.

San Antonio, Texas.—Rain has fallen during the week to the depth of four hundredths of an inch. The thermometer has ranged from 38 to 70, averaging 54.

New Orleans, Louisiana.—We have had rain on six days of the week, the rainfall reaching three inches and twenty-seven hundredths. The thermometer has averaged 65.

Shreveport, Louisiana.—Rainfall for the week two inches and seventy-one hundredths. Average thermometer 56, highest 74 and lowest 39. Last week the rainfall reached seventy hundredths of an inch, and the thermometer ranged from 34 to 77, averaging 57.

Columbus, Mississippi.—We have had rain on four days of the week, the rainfall reaching six inches and three hundredths. The thermometer has averaged 57, the highest being 74 and the lowest 44.

**Leland, Mississippi.**—There has been rain on five days of the week to the extent of five inches and thirty-six hundredths. The thermometer has averaged 54, ranging from 41 to 76.

**Greenville, Mississippi.**—Rain has fallen on four days of the week. The thermometer has ranged from 39 to 75.

**Little Rock, Arkansas.**—We have had rain on five days of the week, but the weather is now clear with the appearance of so continuing. The rainfall reached two inches and twenty-one hundredths. Average thermometer 52, highest 74, lowest 36.

**Helina, Arkansas.**—There have been heavy showers during the week, the rainfall reaching four inches and thirty hundredths. Not much farm work has yet been done. The thermometer has averaged 53, the highest being 73, and the lowest 35 to 72.

**Memphis, Tennessee.**—It has rained on six days of the week, the rainfall reaching two inches and eighty-two hundredths. The thermometer has averaged 53, ranging from 35 to 72.

**Nashville, Tennessee.**—Rain has fallen on five days of the week, the rainfall reaching three inches and ninety-eight hundredths. The thermometer has ranged from 28 to 78, averaging 52.

**Mobile, Alabama.**—It has rained severely on one day and has been showery on five days of the week, the rainfall reaching three inches and fifty hundredths. There has been too much rain. Damaging floods are reported and threatened in the interior. Average thermometer 61, highest 73 and lowest 37.

**Montgomery, Alabama.**—There have been heavy rains on five days of the week, almost unprecedented on Monday and Tuesday when seven inches and fifty-nine hundredths of rain fell. The flood submerged all low lands, damaging growing crops and retarding farm operations. The river is at a standstill to-day, being but  $4\frac{1}{2}$  inches below the unprecedented flood of 1886. The weather is now clear and beautiful. The Coosa River at Rome, Georgia, is still booming, but since it falls here at the rate of a quarter of an inch an hour the greatest apprehensions are allayed. The thermometer has averaged 61, the highest being 81 and the lowest 32. Total rainfall for the week eight inches and fifty hundredths.

**Selma, Alabama.**—It has rained on four days of the week, the rainfall reaching six inches and fifty-five hundredths. The thermometer has averaged 57, ranging from 31 to 73.

**Auburn, Alabama.**—Telegram not received.

**Madison, Florida.**—It has rained on one day of the week, the rainfall reaching sixty-five hundredths of an inch.

**Macon, Georgia.**—Telegram not received.

**Columbus, Georgia.**—We have had rain every day of the week, the rainfall reaching nine inches and ninety-seven hundredths. The thermometer has averaged 60, the highest being 72 and the lowest 42.

**Savannah, Georgia.**—Rain has fallen on three days and the remainder of the week has been pleasant. The rainfall reached one inch and nineteen hundredths. The thermometer has averaged 60, ranging from 32 to 78.

**Augusta, Georgia.**—There have been heavy general rains on four days of the week, the rainfall reaching two inches and eighty-two hundredths. The Savannah river and its tributaries are very high, and lowlands have been flooded. The rainfall in this entire section has been very heavy during the week, interfering much with farm work. Planters complain that they are from two to three weeks behind in their preparations for planting. The thermometer has ranged from 23 to 78, averaging 58.

**Atlanta, Georgia.**—Telegram not received.

**Charleston, South Carolina.**—Rain has fallen on five days of the week, to the extent of one inch and eighty-three hundredths. The thermometer has averaged 59, ranging from 30 to 73.

**Stateburg, South Carolina.**—Rain has fallen on three days of the week, to the extent of one inch and fifty-eight hundredths. Ice formed on one day. The thermometer has ranged from 25 to 74, average 56.5.

**Columbia, South Carolina.**—Telegram not received.

**Wilson, North Carolina.**—We have had rain on five days of the week, the rainfall reaching two inches and thirty-three hundredths. The thermometer has averaged 55, the highest being 76, and the lowest 23.

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to Mar. 29.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week			Shipments Since Jan. 1			Receipts	
	Great Britain	Continent	Total	Great Britain	Continent	Total	This Week	Since Jan. 1
1888	33,000	33,000	66,000	248,000	317,000	60,000	585,000	
1887	22,000	27,000	49,000	93,000	256,000	349,000	74,000	614,000
1886	3,000	13,000	16,000	94,000	243,000	337,000	32,000	571,000
1885	9,000	23,000	31,000	67,000	182,000	249,000	40,000	373,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 14,000 bales and a decrease in shipments of 16,000 bales, and the shipments since Jan. 1 show a decrease of 32,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain	Continent	Total	Great Britain	Continent	Total
Calcutta—						
1888.....		8,000	8,000	21,000	45,000	66,000
1887.....	3,000	2,000	5,000	30,000	44,000	74,000
Madras—						
1888.....	.....	1,000	1,000	7,000	2,000	9,000
1887.....	.....	.....	.....	2,000	.....	2,000
All others—						
1888.....	1,000	2,000	3,000	15,000	12,000	27,000
1887.....	1,000	.....	1,000	14,000	10,000	24,000
Total all—						
1888.....	1,000	11,000	12,000	43,000	59,000	102,000
1887.....	4,000	2,000	6,000	46,000	54,000	100,000

The above totals for the week show that the movement from the ports other than Bombay is 6,000 bales more than the same week last year. For the whole of India, therefore, the total shipments since January 1, 1888, and for the corresponding periods of the two previous years, are as follows :

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1888.		1887.		1886.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	33,000	317,000	49,000	349,000	16,000	337,000
All other ports.	12,000	102,000	6,000	100,000	5,000	76,000
Total.....	45,000	419,000	55,000	449,000	21,000	413,000

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, Mar. 28.	1888.		1887.		1886.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)—						
This week....	14,000	2,823,000	14,000	2,835,000	4,000	2,807,000
Since Sept. 1.						
Exports (bales)—						
To Liverpool.....	3,000	222,000	5,000	240,000	4,000	211,000
To Continent.....	1,000	134,000	2,000	131,000	5,000	138,000
Total Europe.....	4,000	356,000	7,000	371,000	9,000	349,000

\* A cantar is 98 pounds.

This statement shows that the receipts for the week ending March 28 were 14,000 cantars and the shipments to all Europe 4,000 bales.

MANCHESTER MARKET.—Our report received by cable to-night from Manchester states that the market is firm for both yarns and shirtings. We give the prices for to-day below, and leave those for previous weeks of this and last year for comparison :

	1888.						1887.					
	32s Cop. Twist.	814 lbs. Shirtings.	Cott'n Mid. Upds	32s Cop. Twist.	814 lbs. Shirtings.	Cott'n Mid. Upds	32s Cop. Twist.	814 lbs. Shirtings.	Cott'n Mid. Upds	32s Cop. Twist.	814 lbs. Shirtings.	Cott'n Mid. Upds
Feb. 24	73s @ 83s	5	8 @ 7 1	59s	71s @ 73s	5	91s @ 6 10s	5	91s @ 6 10s	73s @ 83s	5	53s @ 10s
Mar. 2	73s @ 83s	5	8 @ 7 1	59s	71s @ 73s	5	91s @ 6 10s	5	91s @ 6 10s	73s @ 83s	5	53s @ 10s
" 9	71s @ 85s	5	71s @ 7 0	59s	71s @ 71s	5	91s @ 6 10s	5	91s @ 6 10s	71s @ 85s	5	53s @ 10s
" 16	71s @ 85s	5	71s @ 7 0	59s	71s @ 71s	5	91s @ 6 10s	5	91s @ 6 10s	71s @ 85s	5	53s @ 10s
" 23	79s @ 83s	5	7 @ 7 0	59s	73s @ 71s	5	91s @ 6 10s	5	91s @ 6 10s	79s @ 83s	5	57s @ 10s
" 30	79s @ 83s	5	7 @ 7 0	59s	75s @ 71s	5	91s @ 6 10s	5	91s @ 6 10s	79s @ 83s	5	51s @ 10s

JUTE BUTTS, BAGGING, &c.—There is only a light inquiry for bagging, and we hear of but small orders for present wants. For these sellers are quoting 54c. for 1½ lb., 6c. for 1¾ lb., 6½c. for 2 lb. and 6¾c. for standard grade; but a shade less would buy a quantity. Some inquiry is reported for jute butts, and sales are being made at 1 15-16@2c. for paper grades and 2½@2½c. for bagging.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement since September 1, 1887, and in previous years, has been as follows:

Monthly Receipts.	Year Beginning September 1.					
	1887.	1886.	1885.	1884.	1883.	1882.
Sept:mb'r	654,776	359,203	385,642	345,445	343,812	326,656
October	1,213,404	1,034,450	1,055,524	1,090,385	1,046,092	980,584
November	1,178,436	1,197,259	1,083,552	1,122,164	1,030,380	1,094,697
December	963,584	1,161,886	1,069,920	1,104,211	1,059,653	1,112,536
January	527,570	644,681	543,393	475,757	487,729	752,827
February	341,274	404,272	414,656	261,449	383,938	595,598
Total.....	4,879,044	4,804,751	4,552,687	4,399,411	4,353,604	4,802,898
Perc'tage of totl. port receipts Feb. 29 ..	90-30	84-36	92-11	89-75	80-78	

This statement shows that up to Feb. 29 the receipts at the ports this year were 74,293 bales more than in 1886-7 and 323,357 bales more than at the same time in 1885-6. By adding to the totals to Feb. 29 the daily receipts since that time

we shall be able to reach an exact comparison of the movement for the different years.

	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.	1882-83.
To. Fb.29	4,879,044	4,777,871	4,552,687	4,399,411	4,353,604	4,862,898
Mar. 1....	8,316	14,084	8,473	8.	11,840	14,588
" 2....	14,099	10,007	13,276	10,707	S.	24,228
" 3....	11,128	11,930	9,250	10,336	11,144	19,886
" 4....	S.	15,413	8,514	6,318	11,606	S.
" 5....	11,247	9,158	15,102	7,148	8,443	26,858
" 6....	17,511	S.	5,792	12,980	7,494	22,876
" 7....	9,212	12,797	S.	5,929	18,193	16,430
" 8....	8,351	17,649	13,081	S.	8,128	13,081
" 9....	16,020	10,659	12,745	11,436	S.	25,695
" 10....	6,980	10,138	7,939	5,139	8,342	13,932
" 11....	S.	12,552	8,352	5,009	8,610	S.
" 12....	6,073	8,966	14,220	4,891	7,207	19,421
" 13....	12,389	S.	8,790	10,177	19,724	16,729
" 14....	4,604	11,119	S.	5,207	11,589	24,551
" 15....	6,441	12,135	11,491	S.	4,568	12,952
" 16....	10,846	5,446	9,622	8,898	S.	23,596
" 17....	3,444	7,501	8,163	5,173	7,958	12,548
" 18....	S.	12,519	7,108	2,487	8,358	S.
" 19....	8,677	6,861	12,567	3,338	4,946	15,968
" 20....	6,943	S.	8,330	7,782	6,917	17,877
" 21....	6,086	7,067	S.	3,901	9,888	18,444
" 22....	4,389	12,718	12,926	S.	8,795	12,175
" 23....	8,811	5,118	12,023	3,558	S.	28,050
" 24....	5,105	4,545	8,755	5,382	8,923	10,004
" 25....	S.	9,989	6,857	4,810	7,437	S.
" 26....	5,365	4,375	15,437	5,930	5,657	15,605
" 27....	6,063	S.	10,538	5,299	6,556	12,970
" 28....	4,001	4,823	S.	3,177	16,643	11,244
" 29....	6,173	8,346	15,305	S.	4,872	15,087
" 30....	6,389	S.	7,078	11,811	4,030	S.
Total ....	5,094,037	5,030,194	4,835,156	4,558,383	4,587,442	5,329,782
Percentage of total port rec'ds Mar. 30	94.55	89.60	95.41	94.57	88.54	

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 64,013 bales.

		Total bales
NEW YORK	To Liverpool, per steamers Bessel, 1,320... Bothnia, 1,902... City of Richmond, 1,147... Germania, 2,163	
	... Servia, 1,781... Wyoming, 1,115... Spain, 1,750	11,178
To Hull, per steamer Galileo, 3,424		3,426
To London, per steamer Bassano, 387		387
To Havre, per steamer La Bourgogne, 294	... Newnham, 10	301
To Bremen, per steamer Eider, 250		250
To Hamburg, per steamer Wieland, 50		50
To Stettin, per steamer Slavonia, 900		900
NEW ORLEANS	To Liverpool, per steamers Historian, 4,429... Red Sea, 4,878... Texan, 4,635	13,942
To Havre, per steamer Frederica, 4,425		4,425
To Hamburg, per steamer Robinson, 1,205		1,205
To Bremen, per bark Eucarnacion, 600		600
GALVESTON	To Vera Cruz, per steamer Whitney, 499	499
NORFOLK	To Liverpool, per steamer Hampshire, 4,817... per ship Rossignol, 4,313	9,130
BALTIMORE	To Liverpool, per steamers Oranmore, 811... Oregon, 2,344... Sardinian, 1,005	4,160
	To Bremen, per steamer America, 1,352	1,352
	To Rotterdam, per steamer Handel, 100	100
	To Antwerp, per steamer Mareca, 700	700
BOSTON	To Liverpool, per steamers Bulgarian, 1,799... Cephonia, 1,933... Kansas, 2,784... Roman, 3,192	9,708
	To Yarmouth, per steamer Yarmouth, 198	198
PHILADELPHIA	To Liverpool, per steamer Lord Clive, 949... To Antwerp, per steamer Switzerland, 550	949
Total		64,013

The particulars of these shipments, arranged in our usual form, are as follows:

	Hull and Liver- pool.	Brem- ton and London.	Rotter- dam and Hamb- urg.	Barce- lona and Havre.	Yar- mouth and Stettin.	Yar- mouth and Genoa.	V. Cruz.	Total.
New York	11,178	3,813	304	300	993	.....	.....	16,495
N. Orleans	13,942	4,425	1,203	.....	600	.....	.....	20,172
Galveston						499	499	
Norfolk	9,130						9,130	
Baltimore	4,160		1,352	800	.....	.....	6,12	
Boston	9,708					198	9,906	
Phil'd'lphi	919			550	.....	1,499		
Total	49,027	3,813	4,729	2,857	2,250	600	697	64,013

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	3 <sup>32</sup>	3 <sup>32</sup>	3 <sup>32</sup>	7 <sup>64</sup>	7 <sup>32</sup>	.....
Do sail....d.	.....	.....	.....	.....	.....	.....
Havre, steam....c.	3 <sup>32</sup>	.....				
Do sail....c.	.....	.....	.....	.....	.....	.....
Bremen, steam...c.	11 <sup>32</sup>	.....				
Do sail....c.	.....	.....	.....	.....	.....	.....
Hamburg, steam c.	9 <sup>32</sup>	.....				
Do sail....c.	.....	.....	.....	.....	.....	.....
Amst'd'm, steam c.	30*	30*	30*	30*	30*	.....
Do via Leith, c.	.....	.....	.....	.....	.....	.....
Reval, steam...d.	3 <sup>16</sup> @ 7 <sup>32</sup>	.....				
Do sail....d.	.....	.....	.....	.....	.....	.....
Barcelona, steam d.	13 <sup>64</sup>	.....				
Genoa, steam...d.	3 <sup>16</sup>	.....				
Trieste, steam...d.	13 <sup>64</sup>	7 <sup>32</sup>	7 <sup>32</sup>	7 <sup>32</sup>	7 <sup>32</sup>	.....
Antwerp, steam d.	3 <sup>32</sup> @ 7 <sup>64</sup>	.....				

\* Per 100 lbs.

LIVERPOOL.—By cable from Liverpool we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Mar. 9.	Mar. 16.	Mar. 23.	Mar. 29.
Sales of the week.....bales	61,000	60,000	54,000	67,000
Of which exporters took.....	6,000	4,000	7,000	5,000
Of which speculators took.....	2,000	5,000	2,000	3,000
Sales American.....	48,000	50,000	45,000	56,000
Actual export.....	7,000	9,000	7,000	7,000
Forwarded.....	27,000	17,000	27,000	13,000
Total stock—Estimated.....	883,000	895,000	888,000	868,000
Of which American.....	705,000	703,000	696,000	678,000
Total import of the week.....	98,000	88,000	75,000	59,000
Of which American.....	80,000	64,000	48,000	48,000
Amount afloat.....	179,000	156,000	171,000	153,000
Of which American.....	138,000	114,000	109,000	90,000

The tone of the Liverpool market for spots and futures each day of the week ending Mar. 30 and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednes.	Thurs'd'y.	Friday.
Market, 12:30 P.M.	In buyers' favor.	In buyers' favor.	Firmer.	Harden'g.	Good demand.	.....
Mid.Upl'ds.	5 <sup>16</sup>	5 <sup>16</sup>	5 <sup>16</sup>	5 <sup>16</sup>	5 <sup>16</sup>	5 <sup>16</sup>
Mid. Orl'n's.	5 <sup>8</sup>	5 <sup>8</sup>	5 <sup>8</sup>	5 <sup>8</sup>	5 <sup>8</sup>	5 <sup>8</sup>
Sales Spec. & exp.	7,000	12,000	12,000	15,000	12,000	12,000
Futures.	1,000	2,000	2,000	1,00	1,000	1,000
Market, 4 P.M.	Steady.	Steady.	Barely steady.	Barely steady.	Barely steady.	.....

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 6ths thus: 4 63 means 4 63-64d., and 5 01 means 5 1-64d.

Sat., Mar. 24.	on., Mar. 26.	Tues., Mar. 27.	
Open	High	Low	
d.	d.	d.	
March	5 16	5 16	5 16
Mar.-April	5 16	5 16	5 16
April-May	5 16	5 16	5 16
May-June	5 18	5 18	5 18
June-July	5 19	5 19	5 19
July-Aug.	5 21	5 21	5 21
Aug.-Sept.	5 21	5 21	5 21
September	5 21	5 21	5 21
Sept.-Oct.	5 13	5 13	5 13

Wednes., Mar. 28.	Thurs., Mar. 29.	Fri., Mar. 30.	
Open	High	Low	
d.	d.	d.	
March	5 19	5 19	5 19
Mar.-April	5 19	5 19	5 19
April-May	5 19	5 19	5 19
May-June	5 21	5 21	5 21
June-July	5 22	5 22	5 22
July-Aug.	5 24	5 24	5 24
Aug.-Sept.	5 24	5 24	5 24
September	5 24	5 24	5 24
Sept.-Oct.	5 16	5 16	5 16

### B R E A D S T U F F S.

FRIDAY, P. M., March 30, 1888.

The flour market has been fairly active, and the demand more general than for some time past, extending to the medium and high grades, especially patents, which had been neglected for some time past. The low grades, suitable for filling the average run of export orders, have become quite scarce, and the higher prices of feed and feeding grains contribute to the firmness with which they are held. To-day the market is quieter, but prices are steadier.

The wheat market has been variable and unsettled, but on the average has shown rather more strength. A smart advance on Monday was promoted by large purchases for export, and local millers taking hold much more freely, and additional strength was imparted on Tuesday by reports of damage to the fall-sown crop by severe weather. Some extreme prices have been paid for choice white wheat. To-day there was a good export business, but the distant futures closed easier, under dull foreign advices with better weather at the West.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.					
Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
April delivery	88 <sup>3</sup>	89 <sup>1</sup>	89 <sup>5</sup>	89 <sup>3</sup>	89 <sup>3</sup>
May delivery	89	89 <sup>3</sup>	89 <sup>5</sup>	89 <sup>2</sup>	89 <sup>2</sup>
June delivery	88	88 <sup>2</sup>	88 <sup>3</sup>	88 <sup>2</sup>	88 <sup>2</sup>
July delivery	87 <sup>1</sup>	87 <sup>2</sup>	87 <sup>3</sup>	87 <sup>4</sup>	87 <sup>4</sup>
August delivery	86 <sup>3</sup>	86 <sup>4</sup>	87 <sup>1</sup>	87	86 <sup>3</sup>
September delivery	87	87 <sup>1</sup>	87 <sup>2</sup>	87 <sup>3</sup>	87 <sup>2</sup>
December delivery	90 <sup>4</sup>	90 <sup>5</sup>	90 <sup>6</sup>	90 <sup>8</sup>	90 <sup>8</sup>

Indian corn has advanced materially, from apprehension of a scarcity, with some speculative manipulations looking to a "corn'er" on April contracts, causing yesterday irregularity in the course of prices. To-day the market was dull and unsettled.

## DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Hold.
April delivery	60 <sup>1</sup> / <sub>2</sub>	61 <sup>1</sup> / <sub>2</sub>	63	...	...	...	
May delivery	58 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub>	60 <sup>1</sup> / <sub>2</sub>				
June delivery	57 <sup>1</sup> / <sub>2</sub>	58 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub>				
July delivery	57 <sup>1</sup> / <sub>2</sub>	58 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub>				
August delivery	58 <sup>1</sup> / <sub>2</sub>	59	59 <sup>1</sup> / <sub>2</sub>				
September delivery	58 <sup>1</sup> / <sub>2</sub>	59	59 <sup>1</sup> / <sub>2</sub>				

Oats have sympathized with corn, and (in mixed grades especially) there is also some pressure from scarcity for prompt delivery. To-day the market was weak and the regular trade dull.

## DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Hold.
April delivery	37 <sup>1</sup> / <sub>2</sub>	37 <sup>1</sup> / <sub>2</sub>	38 <sup>1</sup> / <sub>2</sub>	38 <sup>1</sup> / <sub>2</sub>	38	...	
May delivery	36 <sup>1</sup> / <sub>2</sub>	37 <sup>1</sup> / <sub>2</sub>					
June delivery	36 <sup>1</sup> / <sub>2</sub>	37 <sup>1</sup> / <sub>2</sub>	...	...	...	37 <sup>1</sup> / <sub>2</sub>	
July delivery	35 <sup>1</sup> / <sub>2</sub>	36 <sup>1</sup> / <sub>2</sub>	...	...	...	...	

Barley and barley malt are unsettled, in view of a threatened strike at the great breweries.

The following are the closing quotations:

## FLOUR.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Hold.
Fine	\$2 20	\$2 60	\$2 60	\$2 60	\$2 60	\$2 60	
Superfine	2 30	2 30	family brands	...	\$3 50	...	
Spring wheat extras.	2 50	2 15	Rye flour, superfine	...	3 30	3 35	
Minn. clear and stra't.	3 50	4 40	Fine	...	2 35	2 60	
Winter wheat'g' extras.	2 80	3 15	Corn meal	...	...	...	
Winter XX and XXX.	3 25	4 40	Western, &c.	...	3 00	3 25	
Patents.	4 15	4 85	Brandywine	...	3 20	3 25	
Southern supers.	2 65	3 00	Buckwheat flour, per	...	...	...	
South'n com. extras.	3 00	3 40	100 lbs.	...	2 50	2 60	

## GRAIN.

	Oats—Mixed	38 @ 41
Spring, per bush.	85 @ 95	White
Spring No. 2.	87 <sup>1</sup> / <sub>2</sub> @ 88 <sup>1</sup> / <sub>2</sub>	No. 2 mixed
Red winter No. 2.	89 <sup>1</sup> / <sub>2</sub> @ 91	No. 2 white
Red winter.	86 @ 93	Barley
White.	85 @ 95	Canada No. 1
Corn—West'n mixed.	60 @ 63	Two-rowed State
West'n mixed No. 2.	62 @ 63	Six-rowed State
Southern yellow.	62 @ 63	Malt-State, 4-rowed
Southern white.	64 @ 66	State, 2-rowed
Rye—		Buckwheat
State & Pa., 9 bush.	69 @ 74	68 @ 70

The movement of breadstuffs to market is indicated in the statement below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending March 24, 1888, and since August, for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
Bbls. 1,166 lbs.	Bush. 56 lbs.	Bush. 56 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 56 lbs.
Chicago	147,326	1,377,333	685,119	132,874	19,112	
Milwaukee	173,364	33,040	49,000	74,796	5,490	
Toledo	30,475	44,207	3,767	3,000	1,198	
Detroit	6,062	39,693	15,422	7,637	9,077	
Cleveland	5,427	41,552	12,350	30,838	5,950	202
St. Louis	22,830	58,912	370,940	199,745	19,686	47
Peoria	1,423	4,000	223,100	350,000	15,800	8,100
Duluth	325,144	...	...	...	...	
Minneapolis	781,370	...	...	...	...	
Total wk. '88.	241,170	1,601,889	2,075,792	1,241,576	260,983	34,149
Same wk. '87.	244,716	1,585,219	2,581,246	1,621,710	334,402	39,370
Same wk. '86.	175,373	843,414	1,371,924	385,005	389,932	25,643
Since Aug. 1.						
1887—8.	8,134,875	84,452,100	60,640,780	50,954,997	20,419,661	1,598,284
1886—7.	7,248,790	88,800,475	62,043,590	46,806,003	19,154,888	1,624,615
1885—6.	5,654,112	47,943,985	67,890,499	41,435,077	18,173,551	2,454,465

\* Include one week extra.

The rail and lake shipments from Western Lake and river ports for last four weeks were:

Week ending—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
Mar. 24, '88.	465,632	348,021	1,024,965	1,657,758	155,503	25,512
Mar. 17, '88.	394,483	440,127	965,840	776,061	185,899	22,574
Mar. 10, '88.	392,633	445,178	1,068,914	842,057	138,083	20,046
Mar. 3, '88.	406,579	515,023	1,023,998	925,049	174,403	18,446

Total 4 wks. 1,659,832 1,749,249 4,083,717 3,600,925 653,888 86,578

Cor. week '87. 1,542,539 5,187,787 5,511,151 3,911,006 772,989 74,149

The receipts of flour and grain at the seaboard ports for the week ended March 24, 1888, follow:

Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.	
All—	bbls.	bush.	bush.	bush.	bush.	
New York	129,529	17,600	158,550	384,000	128,100	550
Boston	54,722	11,810	45,623	116,378	7,863	460
Montreal	4,930	21,600	...	11,350	9,600	...
Philadelphia	16,908	10,875	26,867	109,542	3,600	...
Baltimore	66,219	45,191	46,306	21,250	...	2,650
Richmond	4,965	33,069	1,461	11,566	...	...
Norfolk, Va.	...	...	...	...	...	...
New Orleans	18,577	146,001	157,358	40,415	...	...

Total week. 295,850 286,116 436,465 694,501 149,163 3,660

Cor. week '87. 264,635 1,474,223 1,855,370 691,337 218,550 18,000

The exports from the several seaboard ports for the week ended March 24, 1888, are shown in the annexed statement:

Exports from—	Wheat.	Corn.	Flour.	Oats.	Rye.	Peas.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	353,206	132,109	67,861	2,911	...	2,383
Boston	9,864	67,538	19,382	...	...	...
Portland	...	...	...	...	...	...
N. News	...	...	...	...	...	...
Norfolk	...	...	...	...	...	...
Philadel.	...	16,644	13,783	...	...	...
Baltimore	139,736	112,092	74,071	...	...	...
N. Or'ns.	...	108,942	954	...	...	...
Richmond	...	...	...	...	...	...
Total wk.	502,806	438,525	176,051	2,911	...	2,383
Same time	1,705,550	1,456,092	234,312	1,057	10,390	45,394
1887...	1,705,550	1,456,092	234,312	1,057	10,390	45,394

By adding this week's movement to our previous totals we have the following statement of exports this season and last season:

Exports to—	Flour.		Wheat.		Corn.	
	Sept. 1, '87.	Sept. 1, '88.	Sept. 1, '87.	Sept. 1, '88.	Sept. 1, '87.	Sept. 1, '88.
Un. Kingdom	4,900,691	3,981,591	11,119,335	24,832,270	9,610,678	16,078,914
Continent	269,432	310,136	8,308,576	15,059,601	2,912,504	6,845,962
S. & C. Am.	583,179	683,551	21,060	31,874	213,675	434,804
West. Indies	551,895	463,033	19,055	3,071	206,733	308,320
Brt. Col'ns	405,526	301,409	4,505	...	63,750	18,578
Oth. countr's	21,878	24,420	22,130	100,000	24,107	45,170
Total	6,732,602	5,714,140	19,494,661	40,926,912	13,030,447	23,731,572

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by water, March 24, 1888:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.
New York	3,985,401	423,686	799,885	22,144	66,765
Do afloat	80,000	7,500	...	3,000	211,800
Albany	43,000	78,500	83,200	51,650	304,250
Buffalo	1,045,775	124,027	69,811	64,129	423,711
" afloat	...	47,000	...	...	...
Chicago	5,449,720	3,152,144	1,074,073	28,947	299,782
Toledo	1,660,756	287,998	7,504	14,794	16,698
Detroit	1,429,397	33,637	11,600	18,932	37,975
Oswego	43,000	29,500	900	211,200	...
St. Louis	1,870,097	1,907,845	665,614	2,900	20,280
Cincinnati	16,000	90,000	140,000	22,000	56,000
Boston	80,148	93,889	144,317	1,850	1,743
Toronto	147,542	...	20,540	997	169,102
Montreal	304,568	6,414	56,981	3,950	13,151
Philadelphia	307,832	97,977	118,011	...	...
Peoria	74,027	247,370	431,027	49,780	5,589
Indianapolis	31,135	141,205	171,565	2,067	...
Kansas City	220,815	110,352	99,072	...	...
Baltimore	602,455	381,668	...	...	...
Minneapolis	7,581,253	66,736	34,152	...	3,702
St. Paul	465,000	...	...	...	...
On Mississippi	25,000	131,292	24,990	...	...
On canal & river	7,600	6,300	...	...	...

\* Minneapolis and St. Paul not included.

According to Beerbohm's London cablegram, the amount of wheat and corn on passage at the dates mentioned stood as follows:

Grain on Passage.	Week ending Mar. 28.		Week ending Mar. 21	
	Wheat.	Corn.	Wheat.	Corn.
To United Kingdom	2,061,000	232,000	1,865,000	2

China has had 17,186 packages, valued at \$841,767; and 6,970 packages, valued at \$444,907, have gone to South America. For the similar period of 1887 the exports to all ports reached 55,256 packages and in 1886 were 54,885 packages. At first hands the demand for staple cotton goods was steady but moderate, and the jobbing trade was of diminished proportions. The upward tendency of prices has been arrested by the recent lull in business and a decline in the staple, but the best makes of plain and colored cottons are so well sold up by the mill agents that values are steadily maintained. Print cloths were quiet in demand, but quotations are unchanged at 35c. for 64x64s and 34c. asked for 56x60s. Stocks last Saturday and for the three previous years were as follows:

	1888.	1887.	1886.	1885.
Stock of Print Cloths—	Mar. 24.	Mar. 26.	Mar. 27.	Mar. 28.
Held by Providence manuf'rs.	4,000	44,000	113,000	495,000
Fall River manufacturers...	3,000	47,000	70,000	440,000
Providence speculators.....	None	47,000	258,000	324,000
Outside speculators (est.)....	6,000	30,000	15,000	325,000
Total stock (pieces).....	13,000	168,000	456,000	1,544,000

Patterned cotton fabrics as prints, sateens, lawns, batistes, ginghams, seersuckers, chambrays, etc., were in steady but moderate demand at unchanged prices, and there was a fair movement in white goods from the hands of agents and jobbers.

**DOMESTIC WOOLEN GOODS.**—The market for woolen goods was for the most part quiet. Transactions in men's wear woolens were chiefly restricted to making deliveries on account of back orders, and new business was confined within very narrow limits. Cloakings were in moderate request, and fair-sized orders for Jersey cloths and stockinets were placed by the manufacturing trade. Satinets ruled quiet, and only a light business was done in Kentucky jeans and do-skins; but prices remain steady on desirable makes of all these goods. The demand for flanneles and blankets was light, as usual at this stage of the season, and carpets were only in moderate request by wholesale buyers. Dress goods were distributed in fair quantities by agents and jobbers, and staple descriptions are well sold up and firm in price.

**FOREIGN DRY GOODS.**—The market for woolen goods were lightly dealt in by wholesale buyers and retailers bought sparingly, and in accordance with actual wants, because of the backwardness of the demand for consumption, arising from unfavorable weather conditions. Staple fabrics, as silks, dress goods, linens, white goods, &c., are generally steady in price, and laces, embroideries, hosiery, &c., are unchanged. The auction rooms were fairly well supplied with silks, ribbons, dress goods, &c., but no sales of special importance were held during the week.

**Imports of Dry Goods.**  
The imports of dry goods at this port for the week ending March 29, 1888, and since Jan. 1, and the same facts for the corresponding periods of last year are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1888 AND 1887.		WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.		ENTERED FOR WAREHOUSE DURING SAME PERIOD.	
Manufactures of—	WEEK ENDING Mar. 31, 1887.	Since Jan. 1, 1887.	WEEK ENDING Mar. 29, 1888.	Since Jan. 1, 1888.	WEEK ENDING Mar. 29, 1887.
Wool.....	439	171,094	7,000	2,517,333	900
Cotton.....	303	10,207	2,958	1,703,140	375
Silk.....	173	80,466	5,327	1,449,530	383
Flax.....	277	51,322	4,611	825,533	137,651
Miscellaneous.....	8,530	84,156	881,829	2,175	50,358
Total.....	9,895	500,743	68,387	7,460,367	4,168
Ent'd for consumption.....	17,800	18,900,422	154,997	30,511,238	4,035
Total on market.....	27,703	2,390,165	223,282	38,001,605	12,203
Ent'd for consumption.....	17,500	1,860,022	104,585	36,141,283	8,033
Total at the port.....	24,401	2,320,077	215,722	37,591,250	11,649

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All note-holders and others, creditors of said Association, are therefore hereby notified to present the notes and other claims against the Association for payment.

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Dated 29th February, 1888.

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